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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 99, No. 4 February, 1976

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FEATURES and STORIES

Last All-Steam Tourist Road in U.S.
by B. Thomas Walsh 11
Melville D. Ost, Interesting Railfan No. 158
by Freeman Hubbard 14
Charley Boone and the 5508
by William T. Church 18
Photographs of the Month 27
The Roundhouse Cat, by Freeman Hubbard 34
Second-Trick Dispatcher, by Harry Bedwell 48

DEPARTMENTS

The Mail Car 4
Passenger Train Survey 20
The Hobby Club
by Sy Reich 24
Transit Topics
by Stephen D. Maguire 37
In Search of Steam
by Michael A. Eagleson 41
Information Booth
by Barbara Kreimer 45
Trackside in the Diesel Age
by James Edmonston 56
Books of the Rails
by Gorton T.H. Wilbur 61
The Switch List 63
Coming Events 64
Pen Pals Wanted 64

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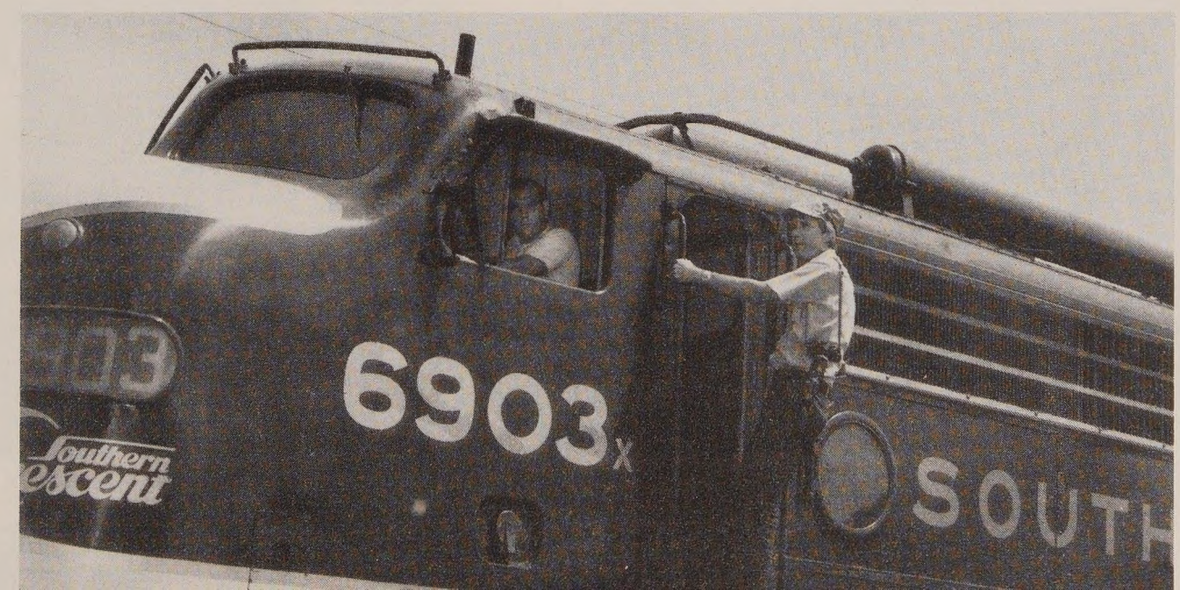
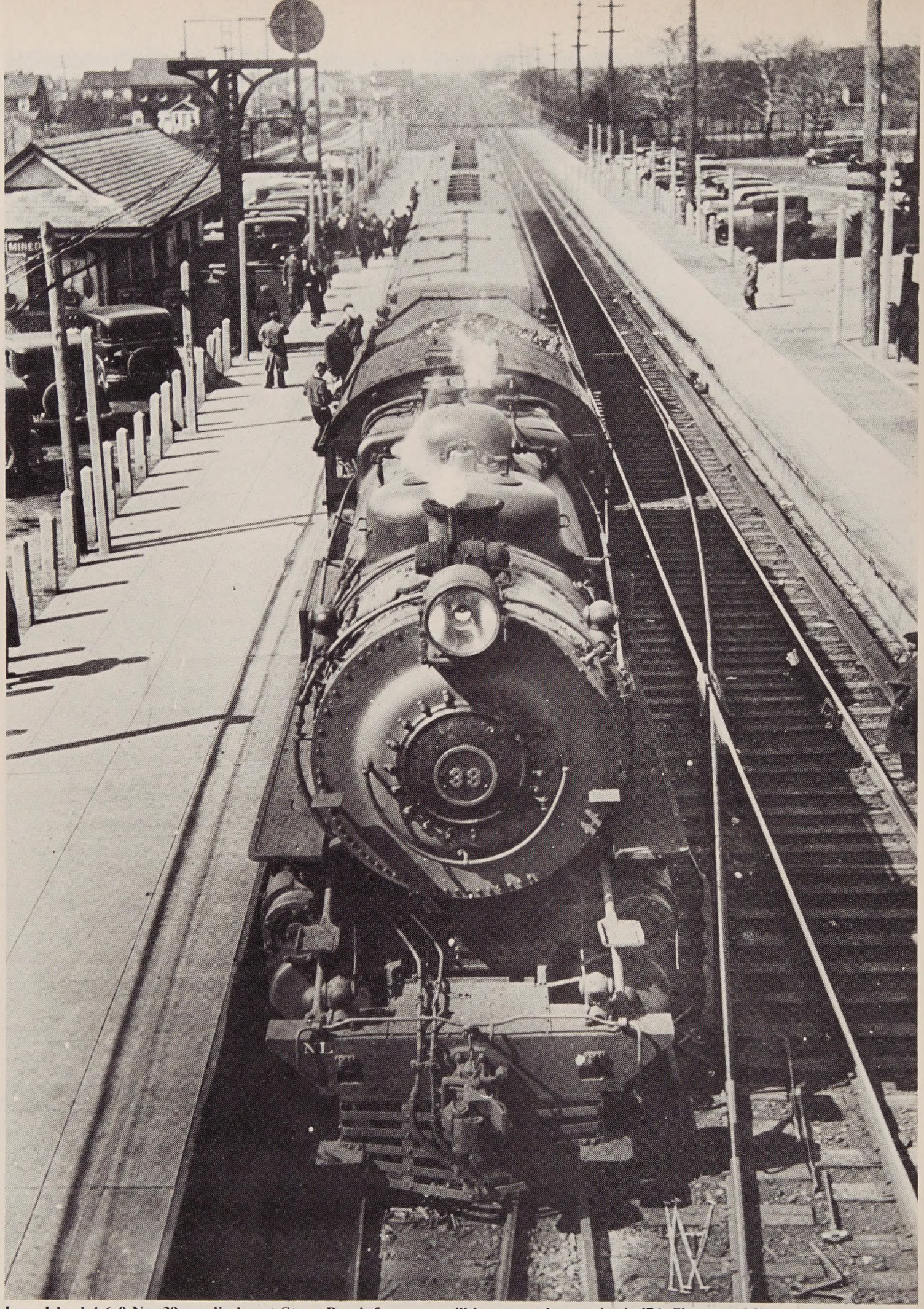
Photograph by George W. Gerhart

Thomas P. Cheesborough, one of our *Interesting Railfans* and photographer, descends from Southern loco after cab ride from Morganton to Asheville during last summer's NRHS convention in Dixie.



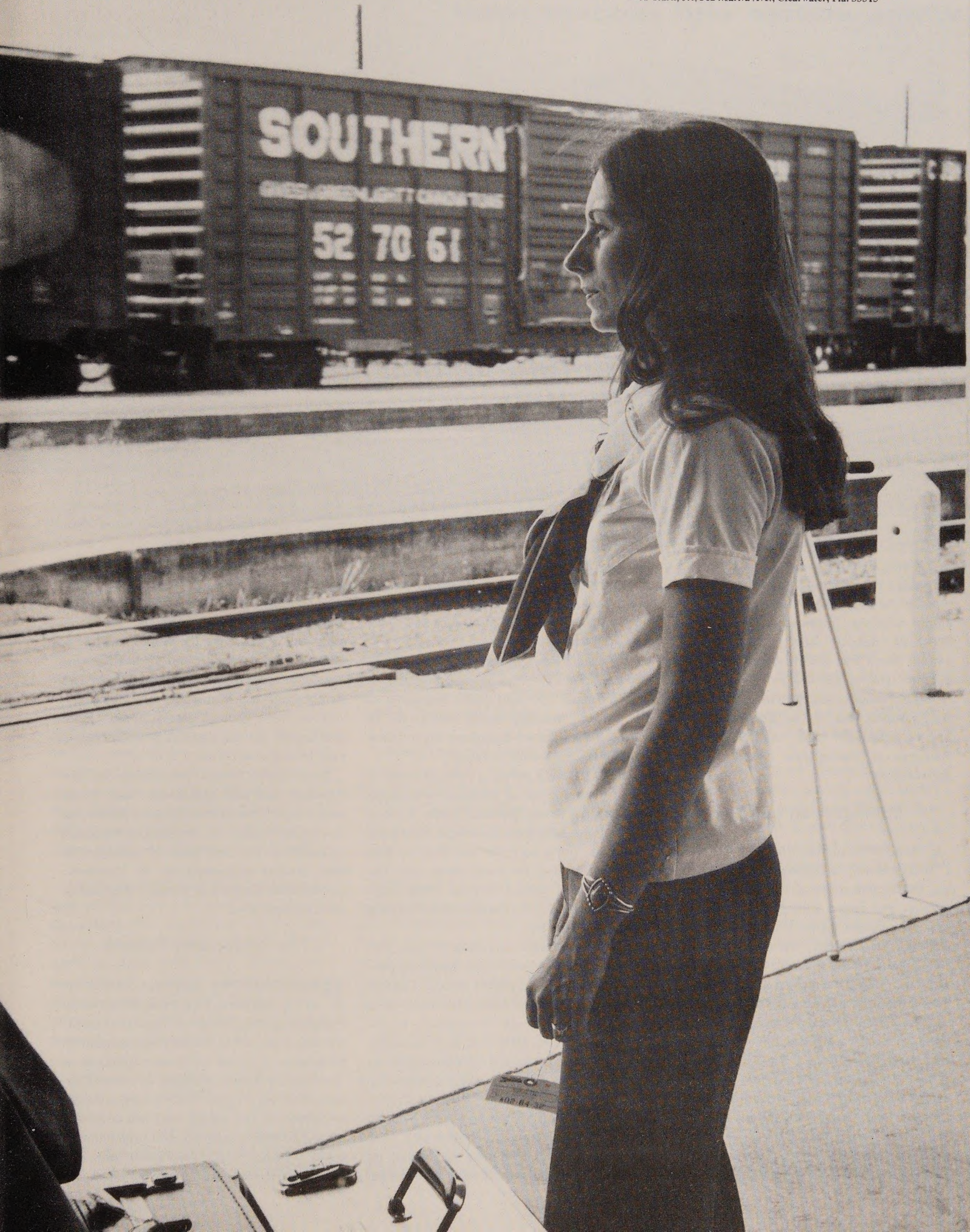


Long Island 4-6-0 No. 39, on display at Stony Brook for years, will be returned to service in '76. Shown at Mineola, N.Y. in 1938.

Amtrak Ticket Clerk at Sanford, Florida, Takes a Breathing Spell

Pam Rose gazes dreamily at a long freight train passing Sanford, Fla., station, where she works, in between Amtrak passenger schedules on a mild Saturday afternoon in April, 1975. Maybe she is counting the cars.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515



THE MAIL CAR

where editors and readers meet

Running light on Chesapeake & Ohio mainline between Toledo, Ohio, and Saginaw, Mich., three days before Christmas in '72 was this C&O GP-35 and lone van rumbling northbound at LaSalle, Mich., with soft carpet of powdery snow adding to Yule season.

Photograph by John Uckley

COVER PHOTO of East Broad Top engines 12 and 14 awaiting their first runs in February 1971 was made with a 35mm slide by "Interesting Railfan" Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454. Snow and steam registered on his 250mm lens of his Canon in the yard at Rockhill Furnace, Pa. Both locomotives are Baldwin-built, No. 12 in December 1911 and 14 in October 1912. The occasion was Railways to Yesterday's annual "Winter Spectacular."

Sidelights on ConRail

A GIGANTIC model railroad is stored at Oak Brook, a Chicago suburb. It covers the 30,000 miles of tracks (even hills, curves, and speed limits), yards, stations, and even freight traffic of the Consolidated Rail Corp. (ConRail), the nation's newest rail system. But it doesn't run on tracks. It runs on a computer operated by Computer Sciences Corp. of Los Angeles.

This mathematical simulation of ConRail includes projected costs and revenues. It was developed to aid the U.S. Railway Assn. in planning the largest corporate reorganization in history—the formation of ConRail from seven bankrupt railroads. These seven are Penn Central, Erie Lackawanna, Reading, Jersey Central. Lehigh Valley, Lehigh & Hudson River, and Ann Arbor. ConRail will start operating its trains on February 27th. According to computer figures, it should become profitable in 1979 and generate earnings of almost $600 million in 1985.

Penn Central has given notice that, effective February 27th, it would discontinue service on about 390 light-traffic segments of its system, totaling 5,000 miles, in 14 states. USRA did not designate any of these segments for ConRail service.

The USRA has asked a Federal court to block further sales of property and equipment on the seven bankrupt roads. Various sales, taken together, constitute "a serious threat to the integrity of the final system plan" for ConRail, the Association said. The suit was filed with a special three-judge U.S. District Court charged with handling the reorganization.

There have been consistent charges that the trustees were selling as much as possible of their properties before ConRail takes over. Proceeds from any sales before February 27th will go immediately to the bankrupt estates. After that date the entire question of Government compensation for their properties will be tied up in the courts.

Raymond T. Schuler, a state Transportation Commissioner, wants the Federal Railway Administration to restore 597 miles of railroad track that was scheduled for abandonment under a federal reorganization plan for the bankrupt Northeast rail system.

Schuler asked Federal subsidies of $10.9 million, which, together with $8.7 million in state aid, would make the branch lines self-sustaining in two years, he said. The commissioner added that preservation of the freight lines would provide direct rail service to 791 shippers, assure 20,000 jobs, and insure the payment of $104 million a year in property taxes.

Connecticut General Insurance Co. has informed railroad presidents that it no longer will invest in their industry unless the Government plan to reorganize bankrupt railroads in the Northeast is changed to give greater compensation to creditors. Connecticut General is a major creditor of the bankrupt lines.

The Personality Parade

PHOTOGRAPHER, architect, and *Interesting Railfan* J. Howard Audibert of St. Petersburg, Fla., bought a Central Vermont wooden caboose to convert into a vacation hideaway. It stands on leased trackage of the Conway Scenic Railroad at North Conway, N.H. He writes: "We worked in it continuously for two weeks last fall and have all the plumbing supplies and drains in, the toilet, shower, and water-heater set, and unbreakable Lexan windows installed. It's

Engine 4070, owned by Midwest Railroad Historical Foundation, takes long drink of water at Chessie System, Anderson St. Yard, Akron, Ohio, Aug. 17, '75. Loco was just turned on wye after pulling maiden Cuyahoga Valley Line train down from Cleveland.

Photograph by Paul Baumgartner

an exciting project which we enjoy immensely."

TED XARAS is an artist. Three of his paintings have adorned *Railroad Magazine* covers. Now working on a book, he needs the loan of photos (for which he will pay and eventually return) of the Atlantic City R.R. and the West Jersey & Seashore prior to the PRSL merger. Address: 52-B Richfield Rd., Upper Darby, Pa. (Phone 215-F12-8898.)

TWO Illinois Central Gulf freight trains with brothers at the throttles, Bill and David Coopwood, had a cornfield meet last November 23rd on an isolated stretch of track north of Clarksdale, Miss., injuring both brothers and another crew member and killing a fourth person. The locomotives and about 12 cars were derailed and several carloads of cotton caught fire.

ALSO in Mississippi, conductor H.D. Newman and brakeman J.E. Robertson were on an ICG train passing Johnston station when they heard cries for help from an elderly lady, Idelle Anderson, who had fallen and struck her head in her home near the tracks and was crawling from her door. Stopping the train, they went to her aid. The lady was badly injured. She said: "It is very possible they saved my life."

"I HAVE just renewed my *Railroad* subscription to 1988," writes Gary I. Jacobs, 6404 Ward Rd., Sanborn, N.Y. 14132. "That should tell you how much I like the magazine. Keep up the rail-girl pix, the fiction stories, and true tales."

PHOTO of Yvonne Yahnke in your December issue, page 17, is the best pin-up you have ever published. Let's have more of these natural beauties and fewer of the teeny-boppers staring into the camera.—Wallace E. Smith, 3830 Hawk Lane, Colorado Springs, Colo. 80917.

THE IMAGE of Yvonne Yahnke's legs, autumn foliage, and Milwaukee Road trackage, in that order, incorporate to form a great railroad photograph.—G. A. McCarron, 5566 Tunitas Ave., Atascadero, Calif. 93422.

NINETY-ONE years old on January 22nd, Captain Benjamin Britton, USAR ret., 102 Lawnview Ave., Springfield, Ohio 45505, has just ordered a two-year subscription to *Railroad Magazine.* Is he our oldest subscriber? And who is our youngest?

NEW EDITOR of *Chessie News,* a monthly tabloid that goes to about 50,000 employes and retirees of the Chessie System, is Mrs. Gail D. Hogan. Her assistant is Ron Hess, former assistant director of public relations for the Brotherhood of Locomotive Engineers.

A MAN named Henry P. Crowell had tuberculosis. In his day there was no cure for this dreaded disease and he was making his way west to die. The slow train he was on stopped at a station where nearby was a grain mill with a "For Sale" sign on it. He got off the train, bought the mill, and worked to get it going again. That was the beginning of Quaker Oats. He made a fortune, overcame his tuberculosis, and lived past the age of ninety.

WOVEN throughout your magazine, an intangible theme embodies the spirit of rail-

Bitter blasts of wind through the canyon drifted snow deep on this railroad.

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roading's colorful days. It is shown particularly in *Mail Car* items and in your realistic and nostalgic fiction stories. Don't ever consider dropping fiction. I am a biology professor, member of several railroad clubs and president of one.—Charlies R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870.

ROGERS E.M. WHITAKER, one of our *Interesting Railfans*, has been awarded an honorary lifetime membership in the National Association of Railroad Passengers. His articles in *The New Yorker* magazine about the travels of "E.M. Frimbo, World's Greatest Railroad Buff," have taken readers on almost every kind of passenger train on every continent (except Antarctica, which has no railroad).

THE LIBERTY BELL did not make its last trip in 1903 as your October issue stated. In 1915, when I was in F troop of the 13th U.S. Cavalry stationed at Columbus, N.M., Capt. Edward Davis came to our troop at retreat one evening and said the Liberty Bell would pass through Deming, N.M., about 30 miles away. Deming city officials wanted our troop to go there and put on a show and drill while the Southern Pacific train stopped with the Bell on its way back to Philadelphia. Our captain said a circus would be in Deming the following week and if we didn't want to put on a show and drill he'd pay our way to the circus. We asked for a show of hands to vote on the proposition. Only one man indicated he wanted to see the Bell. So we never saw it, but went to the circus later, instead.—W.S. Barnhart, retired B&O passenger trainman, 908 Adams Ave., Chillicothe, Ohio.

Debunking a Rail Legend

NOTING a coverage of the Casey Jones anniversary in your November issue makes me wonder if the time has not come "to blow the whistle" on this great American folk legend. For years we have been perpetuating a monumental piece of recklessness.

I have Xerox copies of official accident reports. If they are true, Casey should have been discharged long before April 30, 1900. He could not possibly have been employed by a railroad today. A letter dated May 10, 1900, from General Supt. A.W. Sullivan to J. T. Harahan, second vice president, noted that Jones served 145 days suspension in nine years, not exactly an insignificant amount. All charges were for some form of recklessness such as running through closed switches, rear-end collisions, gross carelessness, in handling orders, etc.

A subsequent letter between the same two brass collars, dated July 13, 1900, states that Casey's last train, freight No. 83, was properly protected by torpedoes and a flagman. The view was unobstructed for 1½ miles. Fireman Sim Webb heard the torpedoes. So did the postal clerks and baggagemen on No. 1. Persons at Vaughan station 3000 feet away also heard them. Evidently Casey Jones did not, for Webb said he warned the engineer to apply the brakes. Webb's estimate of speed was 75 mph, down to 50 mph at point of impact. No. 1's schedule did not call for this kind of running, nor did the Yazoo & Mississippi track permit such recklessness. Supt. King was aware of Casey's habits and "particularly cautioned Jones not to attempt any reckless running with a view of establishing a record of making fast time, or better time than the other men on the runs."

Freeman Hubbard's account of the affair in his book, *Railroad Avenue*, although now 30 years old, still remains the best and most vivid I have read. What I have said does not invalidate it. Perhaps in these troubled times it is not good to destroy still another American legend.—Hugh R. Gibb, NRHS historian, Bridleshire Farm, RD 3, Newark, Del. 19711.

Antarctica Heard From

BILL MORGAN, one of our photographers and authors, writing from Antarctica, near the South Pole, were he is stationed as a Navy weatherman, says he is impressed by the pictures of mature railfan beauties that we publish now and then, such as Yvonne Yahnke in our December issue, and will try to get some when he returns to the States. But he thinks most men like to look at pretty teen-agers.

"Mature women willing to pose are hard for me to find," he writes, "maybe because their husbands or boy friends won't let them pose. For the past ten years, in photographing girls—not only railfanettes but other types as well—I have discovered that those between ages 13 and 17 are easiest to photograph. They seem to have more of a

sense of freedom. When they get to be 18 or older, they become more concerned about their appearance. They wonder if their hair looks okay, if they have put on too much weight or lost too much, and so on.

"Of course, Antarctica has no railroad, and women are rare. There are no Eskimos. A while ago, for the first time, the Navy sent two female Naval officers here. More recently, we got eight enlisted women, a couple of civilian women working for the Navy, and a few civilian female scientists. Altogether, there are now about 20 women at McMurdo Station, the largest base in Antarctica, and about 800 men. Three of the enlisted women work in the weather office. One of them, a cute young New Yorker, is in my section. Down here we work 12 hours a day, every day.

"A few weeks ago, the U.S. Air Force plane I was on stopped at Pago Pago in the Samoan Islands to refuel. Naturally, I was out photographing the native girls. One of them, a 19-year-old, was getting friendly. Too friendly. She asked if I was married. I said no. Then she inquired, "Do you want a wife?" I didn't, but she gave me her address anyway.

"We work here 12 hours a day, every day. I take weather observations, plot surface weather charts, help with flight briefings, track weather balloons, and operate computers, tele-typewriters, radios, and other types of communications equipment. They flew me over to Christchurch, New Zealand, for an old-fashioned Thanksgiving Day dinner. Right now, though it is summer in Antarctica, the temperature is two below zero. My address is William T. Morgan, AG2, OPS/MET, Code 30, NAVSUPPFOR ANTARCTICA, FPO, San Francisco 96601."

Our Monthly Newscast

THE LEAD engine of a 40-car freight train crossed Big Creek bridge not far from Ellensburg, Wash., in a pounding midnight rain last December 2nd, but the caboose never made it. Two engines and a flatcar were swallowed by the collapse of the bridge. The caboose was left intact on the other side of the river from engineer John Ruscio's locomotive.

"One minute the bridge was there, the next minute it wasn't," said John, who, with three others in the crew escaped serious injury. The cave-in of the 50-foot wood piling bridge left 10 other cars strewn down the creek embankment.

ROCK ISLAND LINES have reopened their freight-car repair shop in Little Rock, Ark., and begun a program of rebuilding 200 much-in-demand jumbo covered hopper cars. The equipment to be rebuilt is known as "heavy bad order" cars. They can be restored to full use after complete rebuilding. Primarily used for grain hauling, they are badly needed by shippers.

NORFOLK & WESTERN expects to spend $124 million for capital improvements across its 14-state service area this year. This includes a continuation of last year's building of coal hoppers (total, 4,000), as eight major mines are to open along the railroad this year. NW also will acquire 750 gondola cars, 100 new cabooses, 300 boxcars, and a self-propelled computerized track geometry car to measure and evaluate track conditions. This year, too, NW will apply protective screening to 321 trilevel automobile racks, upgrade 258 cabooses, and begin operating a $13 million microwave communications system between Roanoke and Cleveland. It will install 385 miles of continuous welded rail, 67 miles of conventional jointed rail, and 900,000 crossties, besides surfacing and ballasting 2,340 miles of track.

LIQUIDATION of REA Express was ordered by Federal Judge John J. Galgay after the outfit formerly known as the Railway Express Agency failed to come up with $1.3 million to meet payrolls. The former 51 rail owners of the express agency unloaded the money-losing concern in 1969, but the new management group could not keep it from sinking. REA Express had been operating under the bankruptcy laws from February 18, 1974, until early in November when it closed its 232 terminals in the U.S., Canada, and Puerto Rico, throwing about 8,000 employes out of work.

EFFECTIVE January 1st, the maximum amount of railroad earnings subject to regular railroad retirement taxes was increased from $1,175 per month to $1,275. This is due to a raise, recently announced by the Social Security Administration, in the annual amount of social security earnings subject to taxes. The maximum annual earnings subject to social security taxes has just gone up from $14,000 to $15,300. By law, the railroad retirement monthly maximum is one twelfth of the s.s. maximum. No change has been made in the tax rate for employes, 5.85 percent, or railroad employers, 15.35 percent.

SANTA FE RAILWAY will spend about $125 million on capital improvements this year, compared with $176 million in 1975. The decrease is due to reduced equipment needs as a result of the large expenditures for locomotives and cars over the last few years.

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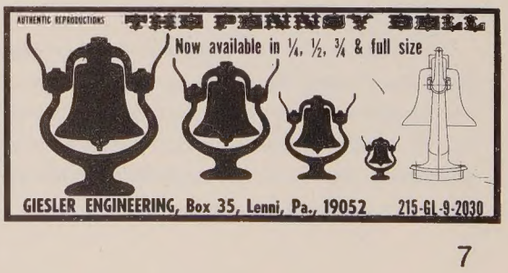
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clude 1,922 new freight cars, 100 new 40-foot trailers, rebuilding or conversion of 29 diesel locomotives, installation of 460 miles of continuous welded rail, completion of a $50 million computerized yard at Barstow, Calif., modernization of locomotive maintenance facilities at Cleburne, Texas, and the beginning of construction of a 70-mile branch line to serve coal deposits in New Mexico.

UNIQUE train-order issued by Southern Pacific operator Bicknell at San Jose, Calif., last April 18th, addressed to trains via Sunnyvale, said: "Operate with caution between 8:01 a.m. and 3:01 p.m. between Burlingame and Millbrae and sound warning whistle freely when approaching curved territory and other points where view is obscured on account of simulated war exercise by high school students re-enacting the Battle of Lexington."

AN ITEM in our November issue telling about the death of John Burroughs, naturalist and author, on a Pennsy train asked if any readers knew of other famous people who died aboard railroad trains. Howard E. McConnell; 658 Valley Rd., Montclair, N.J. 07043, who says he has been reading our magazine for about 40 years, cites many others. Mark Hopkins, one of the Big Four which built and operated the Central (now Southern) Pacific, passed away in his private car on a train near Yuma, Ariz., in 1878. Asa Packer, of Lehigh Valley fame, for whom a train was eventually named, had been seriously injured by a fall in his Philadelphia home in 1879 and had been carried aboard a Reading train enroute to his home at Mauch Chunk, Pa. (now Jim Thorpe) so he could die there, but passed away even before the train pulled out of Reading Terminal, Philadelphia.

Another celebrity who died aboard a train was Webster Wagner, a New York State senator, who designed the first practical sleeping car and put one into operation on the old Utica & Schenectady Railroad in the fall of 1858, the year before Georga M. Pullman built the first Pullman car. Later, many Wagner cars were built. Senator Wagner was riding northbound in one of his own cars on the New York Central & Hudson River Railroad near Spuyten Duyvil, now part of New York City, on the night of January 13, 1882. One train plowed into the rear of another, setting it afire. Wagner perished in the flames.

Although the wreck occurred a few yards from the Hudson River, there were no buckets on either train nor were axes available to cut open the blazing cars. It must have been pitiful to see survivors fling handfuls of snow on the flames in sheer desperation.

Harper's Weekly commented: "Proper method of signaling in that dangerous locality would have prevented this catastrophe and saved the lives which have been sacrificed by the parsimony of a great and wealthy corporation. . . And but for the wretched economy in heating the cars with stoves the train would not have taken fire."

In an almost worshipful scene, Vivian Ryan of Ft. Myers, Fla., bends down to study railroadiana in Gold Coast Railroad's museum car at Ft. Lauderdale.
Photograph by William T. Morgan

U.S. Senator Thomas J. Walsh of Montana passed away on a train near Wilson, N.C., in 1953 while on his way to accept an appointment as attorney general in President F.D. Roosevelt's cabinet. Another Senator, Knute Nelson, expired on a train enroute from Washington, D.C., to his home in Minnesota. Former Senator Robert Hanna of Indiana was killed by a train in 1858 while walking along the tracks in Indianapolis.

"Fats" Waller, jazz musician, died in a New York Central Pullman berth. A porter discovered his body when the train reached Grand Central Terminal. W. Eaton, pioneer in dude ranches, reached the end of his life on board a train near Lexington, Ky., in 1929. William Wilson, ex-Secretary of Labor, died on a train near Savannah, Ga., in 1934. E. Paul DuPont, founder and president of the DuPont Automobile Co. of Wilmington, Del., was fatally stricken by a heart attack while stepping off a train in Philadelphia in the 1940s.

Philip Bliss, noted Gospel singer and writer of famous hymns, perished in the Ashtubula, Ohio, train wreck of 1876. John D. Rockefeller, Jr., expired in his private railroad car in Florida. Congressman Tim Sullivan, sponsor of the Sullivan Law controlling the use of firearms, was killed by a train at Pelham, N.Y., in 1915. James Weldon Johnson, NAACP leader, died in a train crash in Wiscasset, Maine, in 1938.

CP Rail Activities

A NEW DEVICE if successful, could save CP Rail hundreds of thousands of dollars by preventing certain accidents. We refer to a new ultrasonic inspection system designed to detect automatically cracks in rail car wheels. Known as Wheelfax, it is now being installed at the railway's Cote St. Luc freight yard in Montreal at a cost of about $200,000. CP Rail's engineering and mechanical teams are working jointly to test and evaulate the system's reliability in the early detection and prevention of accidents caused by broken wheels.

Highly sensitive ultrasonic probes or search units, mounted in each rail, are designed to detect cracks in wheels passing over at speeds up to 20 miles per hour. The units identify wheels with thermal or fatigue cracks in the tread and flange. The detector system consists of four main parts: rail assemblies containing the search units, the paint spray system which marks the cracked wheels, a control station housing the electronic gear, and a remote-control area where personnel are provided with printed tape read-outs of all wheels undergoing inspection.

EVERY DAY since he retired from his CP Rail job as janitor and baggage men in 1964, Elmer Clarkson has been feeding and caring for birds, squirrels, raccoons, and other native creatures in the area of his home at McAdam, N.B. His own yard, in fact, has become a feeding ground for wildlife, day and night. Since Elmer started this program, gray squirrels appeared in the vicinity for the first time. Last winter, 40 bluejays, 20 chicadees, and numerous redwing blackbirds and cardinals enjoyed his hospitality for which he dispensed over 2000 pounds of sunflower seeds and mixed seeds. Raccoons go for peanut-butter sandwiches in a big way. "Many birds and animals wouldn't survive the winter if somebody didn't feed them," he says.

WHEN Paul Rawlinson, a Toronto University student, was directed to a youth hostel in Edmonton, Alta., last summer, he was "kind of shocked" to find himself in a railway car. "But it's different, it's neat," he said. The hostel consisted of a CP Rail sleeping car, built in 1925, and a 100-year-old Montreal day coach.

Owned by the Colonist Car Society and the Strathcona Historical Foundation, the cars sat on railway tracks and were funded by the civic, provincial, and federal governments. Travelers, about 40 a night, were limited to three-day stays at the hostel, most of them being students, reports CP *Rail News.*

Rail Fiction Writers

THE EARLIEST book to come to my attention was Jasper Ewing Brady's *Tales of the Telegraph.* Parts of it had appeared in *McClure's* Magazine in 1898-99. The book was published by Doubleday & McClure Co. in 1899. Its sub-title reads, "The Story of a Telegrapher's Life and Adventures in Railroad, Commercial, and Military Work." The narrative embraces Lieut. Brady's own experiences, told in fiction form and relating not only his personal adventures, but events witnessed, or which came to him from others.

The author learned Morse in the early 1880s in Western Kansas at what the pros called a "ham factory." Still a boy, he muffed his first job on a railroad wire. Six months later he was back, with another road, and this time he stuck. He boomered around the circuit at depots in Missouri, Kansas, Texas, Arizona, and Nebraska. The Western short lines landed regularly in the hands of receivers, which facilitated Brady's moving from job to job. He drifted north with the birds, and south in winter.

He encountered train wrecks, robbers, washouts; he fell foul of the girl operator whose "send" was too fast for him. Thrice he fell in love with wire girls, but lost them all to faster men. After becoming a train dispatcher, he witnessed suicide and scalped advance operators; he joined the U.S. Army and worked with wire-stringers.

For those who wish to breathe the exciting airs of the past century, this is the book. It remained prime source material for railroad and telegraph fiction for generations after. About the time it appeared, another writer began producing superior railroad stories—also in *McClure's.* Frank H. Spearman's background is now somewhat obscure, but he must have been a railroad telegrapher. He produced two volumes of short stories about the Union Pacific's Mountain Division: *The Nerve of Foley* and *Held for Orders,* the latter issued by McClure, Phillips Co. in 1903.

Spearman went on to publish *The Strategy of Great Railroads, The Mountain Divide, The Daughter of a Magnate, Whispering Smith,* and other tales of the rails. In their day the latter book, as well as *Nan of Music Mountain,* appeared in the best-seller lists. *Held for Orders* was unusually popular. Almost a generation later, *Interesting Railfan* Harwell E. West discovered and practically memorized the book as I did myself.

Over some 30 years and a dozen books Spearman built up a fictional railroad world based on the framework of the mountain Union Pacific. Thousands of readers are familiar with Medicine Bend, Sleepy Cat, the Spider Water, the Crawling Stone and the Falling Wall, Music Mountain, Thief River, Calabases, and the Spanish Sinks.

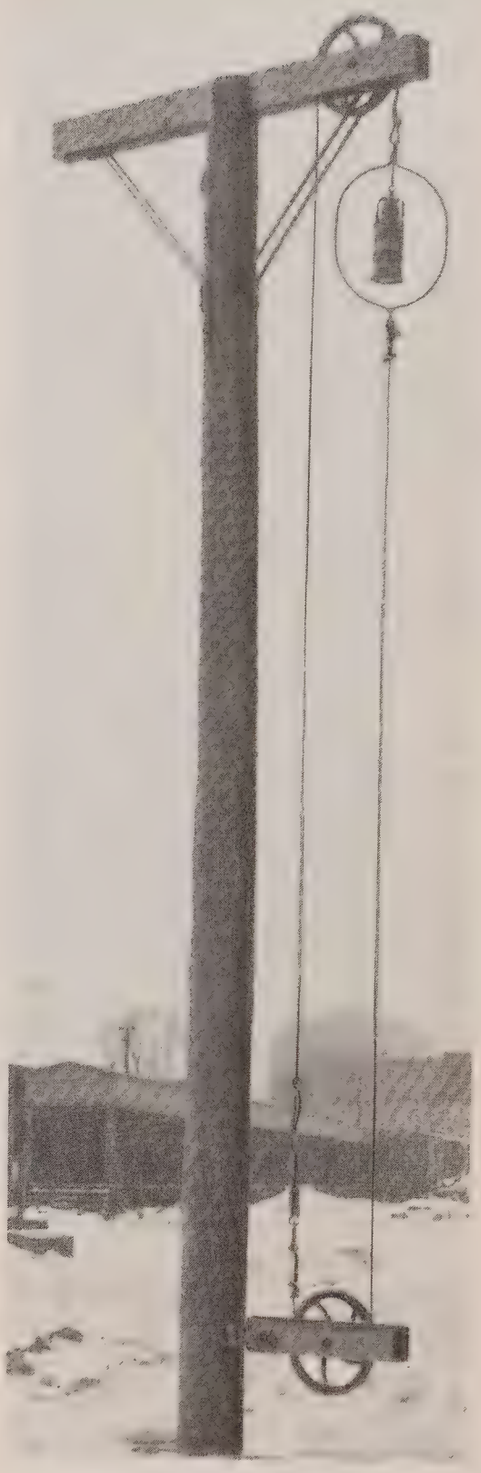
His human protagonists also move from book to book, some more prominently than others, as in life. Coming west as a boy pioneer ("The Mountain Divide") Bucks progressed from operator to dominate the Mountain Division ("Selwood of Sleepy Cat," etc.) On the other hands, Abe Hawk, the "good" outlaw of "Laramie Holds the Range," was the son of old Dave Hawk, of the Old Guard, who knocked down passenger fares because his pay was stingy, in "The Trainmaster's Story" in *Held for Orders.*

Spearman spread his tales from pioneer days into the 20th century. Other popular writers followed him, using specific early periods. Zane Grey's *Western Union* fell completely within the year 1861. Dedicated to "a single strand of iron wire," it told how the first telegraph line spanned the Great Divide at the cost of lives and war with, not the Confederate South, but the Indian nations. Covering somewhat the same ground and events as his best-seller, *The U.P. Trail* published in 1939, was Grey's only first-person narrative out of some 60 books.

A better book, covering the later Civil War period, was Robert W. Chambers' *Whistling Cat.* This concerned boy and girl operators from the Rio Grande border in Texas who served the Union armies in wild Eastern Tennessee and the Wilderness. Southern wire spies cut in on lines used by the Union forces. The two sides, recognizing each other's sending style, became almost a guild unto themselves.

Two Canadian novelists found telegraphy of sufficient interest to employ in fiction. Arthur Stringer and Frank L. Packard were popular with American readers; both had extensive knowledge of telegraphy and used it to advantage.

Packard was responsible for a great tale of the telegraphers, called *The Night Operator.* Born of American parents in Montreal, and graduating from McGill University, he was educated as a civil engineer, working at that profession until his book began to sppear. *On the Iron at Big Cloud,* his first (1911), like Spearman's first, was a collection of short stories laid on the Canadian Pacific's Mountain Division, and based, says Grant Overton, on "the example of



Familiar to many who rode the Boston & Maine through Nashua, N.H., years ago was this oldtime signal lantern.
Photograph by Fullerton

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courage, from the story of a train newsboy who averted a wreck to the tale of how Martin Bradley saved the Rat River Special."

Freeman Hubbard, long-time editor of *Railroad Magazine,* feels that Harry Bedwell was the finest railroad-telegrapher storyteller. Bedwell, rode the boomer circuit for a long time. He was adept at using railroad settings in short stories and novelettes as a background for the heroics of his principal character, Eddie Sand, a boomer operator par excellence. Many thousands of readers knew Eddie Sand more as a real person than as a fictional character. Bedwell (and Eddie) enjoyed a long run in the pages of *Railroad.* His own published book, *The Boomer,* featured Eddie Sand (who in real life was Bedwell himself).

Bedwell had two boomer friends who also wrote: William Knapke, remembered for *The Railroad Caboose,* and Harry K. McClintock (alias "Haywire Mac") who contributed to *Railroad Magazine* but was better known for the song, "The Big Rock Candy Mountains," a title later borrowed by Wallace Stegner for a novel.

A less widely known telegrapher-writer was Leo L. Wood, who dates back between 1915 and 1920. On the SL&SF wire at Neosho, Mo., Wood filled in the lonely night tricks with fiction writing. He wrote a book-length World War I railroad serial "Scouting for Uncle Sam." A spy tale, this included use of telegraphy, motorcycles, and automobiles, all newsworthy and exciting in 1918.

Later he produced a series of shorts and novelettes about a boy railroad dick, Jim Flynn, in which telegraphy figured.

Having opened this incomplete review with an old-time telegraphy fan, let's end with another. While the name may be recalled by some, Allvah Milton Kerr seems in these latter days little more than a ghost of the past. Kerr enjoyed his heyday around the turn of the century, when his work was welcome in the better magazines. Among other works, he wrote a boys' book, *Young Heroes of Wire and Rail.*

By the 1930's, except in *Railroad Magazine,* rail and telegraphic fiction had pretty much run its course. The foregoing is condensed from "The Singing Wires in Fiction," by Lucien W. Emerson of Groton, Vt., which appeared in *Brass Pounders' Gossip,* edited by Harwell E. West, Box 152, Orland Park, Ill. 60462.

Railroading Overseas

ENGINEERS on trains passing through Chelmsford, England were not amused when stationmaster Jim Whitely cracked jokes at their expense over his public-address system. He said, for example: "Stand by for a special announcement: the 8:14 is running on time!" Indignant engine drivers complained, whereupon British Rail banned such witticism. Then the passengers objected; they liked to have fun. So British Rail lifted the ban, but told Jim to keep the engineers out of it.

THE NEW nationwide computer-based system which continuously monitors and provides minute-by-minute reports on the operations of British Rail's 175 million tons a year of freight busuness is now in effect. It marks the beginning of a new era of freight management where information for decision-making is now at the finger-tips of local managers. As a result, huge financial benefits will accrue from a reduction in the car fleet, from lower train movement costs, and from giving a better service to the customers.

THE USARAIL Pass and other Amtrak tickets and tours may now be purchased from 81 travel agencies abroad. West Germany leads with 22, followed by 18 in Australia, 10 in the United Kingdom, and 9 in New Zealand.

CHINA'S most ambitious overseas project, the $500 million, 1200-mile Tanzam railroad linking landlocked Zambia with the Indian Ocean, opened last October 22nd, nearly a year ahead of schedule. The project was denounced by Soviet Russia and some Western nations as an effort by Peking to subvert East Africa. It took 60,000 workers and engineers 5 years to build, laying 4 miles of track a day. The railroad was built to help move the bulk of Zambia's huge copper exports to the Indian Ocean.

A PROJECT to renovate the rail link between the capitals of North and South Vietnam has been launched. The repair of the 1045-mile-long railroad line between Hanoi and Saigon, dubbed "project reunification," will involve 496 bridges, 20 mountain tunnels and 150 stations.

AN EAST GERMAN locomotive engineer driving a train from Hamburg to East Berlin got out at a station at West Berlin on November 30th and asked for refuge in the west. The train later went on to East Berlin with a new engineer.

THE PALERMO-MILAN express, traveling at more than 65 miles an hour, collided with an unmanned engine and derailed near Orvieto, Italy, on November 30th, injuring 17 persons. The locomotive and eight cars left the tracks. The injured included two trainmen and 15 passengers. •

Photograph by Bill Morgan

Three kinds of transportation in Naples, Italy: trolley car, bus, and private automobiles.

Edgemoor & Manetta No. 5 hogger eases coal car along mill siding in this 1971 scene. Note engine minus headlight.

B. Thomas Walsh, 1401 North Rhodes St., Apt. 505, Arlington, Va. 22209

Except for Tourist Lines, the Edgemoor & Manetta Was the

LAST ALL-STEAM ROAD IN U.S.

Text and Photographs by B. Thomas Walsh

TWENTY MILES south of Rock Hill, S.C., in the gentle slopes of rural Chester County lies the Edgemoor & Manetta Railway. From its connection with the Seaboard Coast Line at Edgemoor, the short-line runs 2.3 miles to Lando to serve Manetta Mills, its owner and only shipper. The E&M is unique in having been the last wholly steam-powered non-tourist railroad in the United States!

As the 1970s dawned, only a handful of railroads still used steam in regular freight service. The Mobile & Gulf, the Reader, the Rockton & Rion were among the final survivors. The Graham County had dieselized its freight and gone into the tourist passenger business. But the Edgemoor & Manetta, about as obscure a short line as you can find anywhere, was the last surviving 100 percent freight steam operation.

This, alas, is in the past tense. On July 9, 1975, the E&M's one locomotive, a 1918 0-4-0T Porter, failed ICC inspection. Her flues were totally worn out. The decision was made reluctantly that the cost and difficulty of repairs were well beyond economic justification. After a final run to return two empty cars to the junction, the 58-year-old four-wheeled switcher was permanently removed from service.

Without knowing of this situation at the time, I happened to be photo-

(Left) No. 5 working on last day of operation on Seaboard siding. Little Porter (top) hauls cars into mill on last run in 1975.

graphing her on the previous day, July 8th, on what subsequently proved to be her last regular trip. Shortly after the engine failed to pass inspection, I heard a rumor that the Edgemoor & Manetta would file a petition for abandonment. But a phone call to Joseph E. Simpson, secretary of the railway company, belied that rumor. He said they were seeking to buy a small diesel in the 45-ton range to resume operations. At this writing in December, no suitable diesel has been found yet and the E&M rails are not likely to be reactivated until early in 1976. Meanwhile, freight is being trucked in and out from the junction at Edgemoor.

This type of inconvenience has happened to the little railway on several previous occasions. Only one engine at a time has been available over the past fifty years, and extensive repairs to her meant that all traffic had to be trucked in during the interim. In much earlier days, Seaboard would loan the E&M a small locomotive while its own engine was out of action. Today, Seaboard not only doesn't have any loco diminutive enough for the E&M but will not accept No. 5 for shipment on her own wheels. With all repairs having to be done on the site, this necessitated bringing in portable machine-shop equipment from some distance away.

For her annual inspection, No. 5 was usually put up on blocks with the rods off and her various parts arranged on the lawn. Some out-of-service delays lasted for several weeks, with perhaps the worst incident occurring just before Christmas 1972. The little steam engine had been struggling over Fishing Creek bridge with two loaded hoppers of coal. The second hopper broke through the wooden approach and fell into the water. It was later retrieved, but the bridge had been damaged badly enough to shut down operations for three months.

As railroads go, the Edgemoor & Manetta is of fairly recent origin. Incorporated on March 24, 1902, its construction proceeded rapidly. The track was laid with 50-pound relay from the Seaboard, plus some additional 40-pound rail. Construction was completed in July, 1902; but operations did not start until the following January. The road has three pile and frame trestles 230 feet long and an 80-foot bridge over Fishing Creek.

There is some confusion about the name. *The Official Guide* lists the junction as "Edgemoor" and uses this spelling in the railway's title. Early interline tickets issued by Seaboard Air Line also were spelled this way. This was Birmingham only a typographical error. The company has always called itself the Edgemoor & Manetta, spelled with an "e."

Prices were far more reasonable in bygone days. Motive power and rolling stock were acquired for a total of $5,100. Two locomotives were valued jointly at $4,350, a passenger car cost $500, and a freight car $250 Some $5,000 in stock was issued, but the Heath family as owners of Manetta Mills held virtually all of it. Lack of interest in Edgemoor & Manetta stock resulted in it being dropped by both *Moody's* and *Standard and Poors* stock manuals. Even the Interstate Commerce Commission, which kept the E&M only as a "circular" railroad—circularized annually for a brief report—decided in 1948 not to require any more records. At that time the Edgemoor & Manetta technically ceased to be a common carrier. However, it continued to perform passenger service for about 20 years, until 1922 or 1923. Since then its reason for existence is to carry freight for its owner, Manetta Mills. Inbound traffic is mostly coal, mill supplies, and empty boxcars. Outbound shipments consist of boxcars loaded with yarn, interlining, or blankets and empty hopper cars.

The motive-power numbering is

simplicity itself, with the recently retired No. 5 being the fifth engine acquired by the E&M. No one at the company could tell me about their first two locomotives. Some recalled No. 3 as an 0-4-4T built by Baldwin in 1881 and used for years on the Sixth Avenue Elevated line in New York City. An ICC valuation docket of 1925 lists two locomotives on the premises (Nos. 3 and 4) and one passenger car. By the end of the 1920's, No. 3 was scrapped. This left the 4-spot, an 0-4-2T Vulcan of 1907, which previously had served the Cook & Laurie Contracting Co. in Knoxville, Tenn., and the Clancy Logging Co. at Midway, Florida. The boiler of No. 4 wore out in 1942. Then No. 5 (Porter 5980, built in November, 1917), which had worked for the Watertown Arsenal in Massachusetts, was acquired through the Birmingham Rail & Locomotive Company.

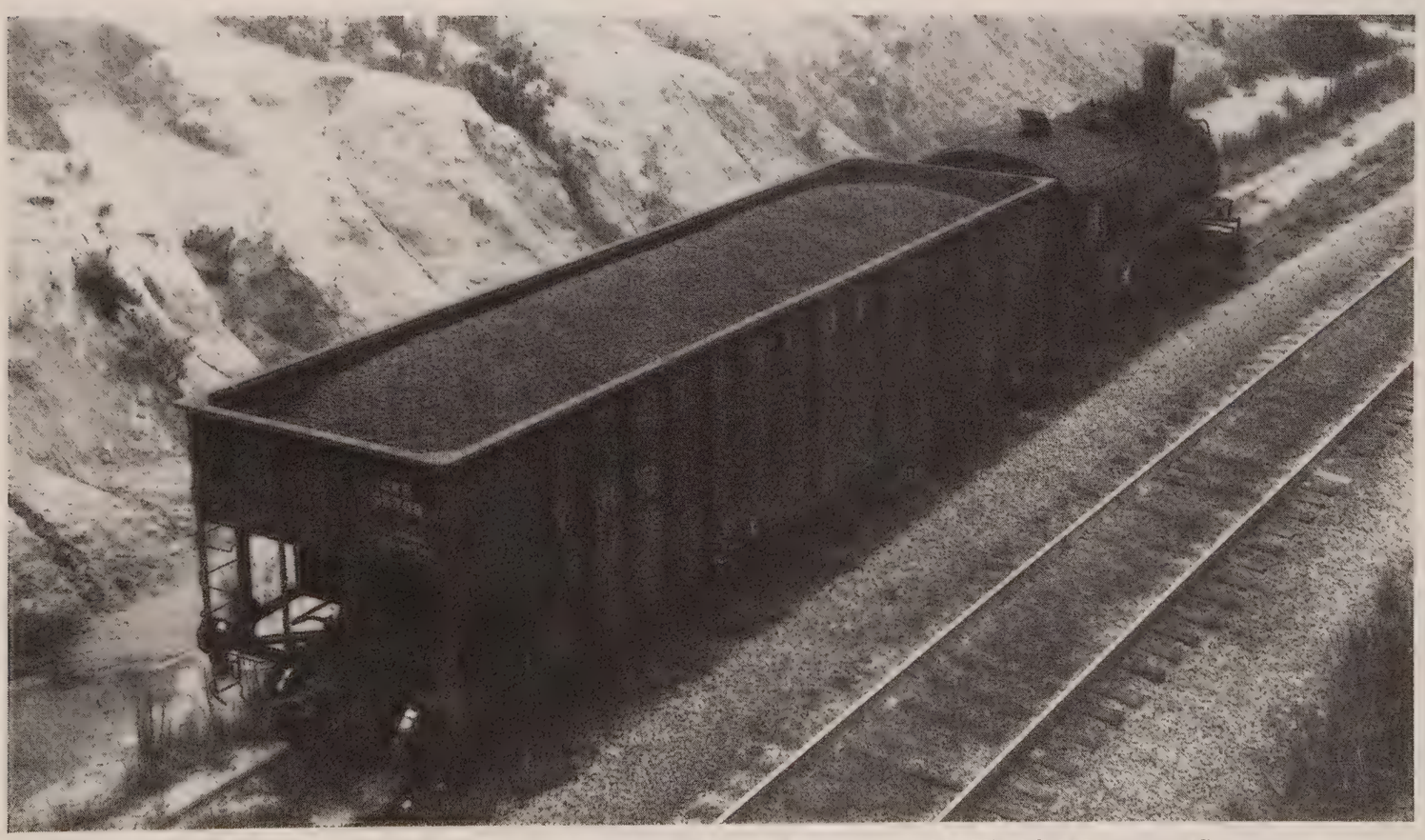
Until operations ceased this past July, the 5-spot, when not in use, could be found parked at the end of track. On days when traffic had to be moved, a steam line from the boiler-room was attached to help blow the engine hot. Coaling was often done directly from a truck, and getting up steam usually took about an hour.

When ready to leave, with or without loads, the engineer always had a problem. There are just two switches in the main part of the mill, permitting use of a relatively short runaround track. At the end of the passing track sits flatcar No. 400, the only freight car belonging to the railway. This "museum piece" is equipped with archbar trucks and serves as a platform between loading docks of two buildings. Blocking the main track at the mill may lead to complicated maneuvers. Regardless of which track a boxcar or hopper must be spotted on, the flatcar has to be placed back in its original position for use as a platform.

At the end of a run, the locomotive must not only get by the flatcar, but be clear of all other cars so it can be parked at the absolute end of the line. I've watched both inbound and outbound switching movements and I'm still confused as to how the crew finally did it.

On her final regular run of July 8th, the little old 5-spot left for the junction empty at 9:30 a.m. On the Seaboard siding in Edgemoor stood a loaded Clinchfield coal hopper and a Chesapeake & Ohio boxcar for loading at the mill. After coupling up, about 15 or 20 minutes were spent to build additional steam. Then No. 5 gave a mighty heave and, leaving a trail of dense coal smoke, wended her way over E&M rails toward the mill. As she passed the line's one public crossing a half-mile from Edgemoor station, the train was moving on the slight upgrade at barely a walking pace. A short distance beyond, the wornout switcher rested for another 15 minutes, after which she made a final run of one mile to the mill.

Buying a diesel is bound to increase the efficiency of the Edgemoor & Manetta. No doubt it will solve most of the "out-of-service" problems and probably cut running time at least in half. And yet, can anything replace the charm and fascination of this last purely steam-powered freight operation in the U.S.? For a long while it appeared that the Edgemoor & Manetta was a railway that time forgot. Time finally caught up with old No. 5. We bid her a fond farewell. •



"You may be bigger, but I'm stronger," could very well be what No. 5 passes on to this Clinchfield hopper car five years ago.

MELVILLE D. OST

Interesting Railfan 158

by FREEMAN HUBBARD

Mel shown aboard ex-Frisco car *Eugene Field* No. 1456, now the property of New York Div., Railroad Enthusiasts, Inc. He was guiding force behind getting the car.

MEET THE NATIONAL president of the Railroad Enthusiasts, Inc.: bluff, genial, and solidly built Melville D. Ost of Forest Hills, N.Y. Naturally, Mel is devoted to the RRE, headquartered in Massschusetts and with 11 divisions, mostly in the East. It's a great organization. Founded in the early 1930s, its initial excursion over the Hoosac-Tunnel & Wilmington was the first fantrip sponsored by any group we know of. Its first president and principal founder was Horace W. Pontin, a Boston & Albany hogger, dealer in locomotive and train photos, and one of our *Interesting Railfans.* Mel is the 24th president.

"We pride ourselves on the Williamson Library of railroad literature, located in Grand Central Terminal, next door to the *Railroad Magazine* office," he tells me, "and on our history of running fantrips in a bygone era when the railroads often contacted us in soliciting our interest."

Mel was born September 27, 1922, in the Elmhurst section of New York City. His family had a wholesale hardware business which supplied nuts and bolts to industry, including railroads. This business expanded into a steel-wire warehouse, with an operation in New York City and a warehouse in Warwick, N.Y., which the Lehigh & Hudson River Railway serves.

His dad, Jerry Ost, was also a professional prize fighter at the time when Battling Nelson was lightweight champion of the world. In 1914 Jerry unsuccessfully fought him in the old Polo Grounds for that title. The RRE president, with an athletic build, has quite a background of baseball, basketball, golf, and other sports. He stands slightly under six feet and weighs 190 pounds. His complexion is ruddy from years of working outdoors, handling steel in all kinds of weather, and his hair still has a reddish tint. For about six months as a young man he was a mail carrier, serving among others the Elmhurst home of Gorton T.H. Wilbur, now associate editor of *Railroad Magazine.*

Today, Gort thinks Mel is the Enthusiasts' best public relations man. "Whether it's getting a private car like the *Eugene Field* or the very human side of aiding a stricken member," he says, "meaning Betty Morgan, now secretary of the New York Division, who fractured her wrist while taking pictures on the rocks at Hudson Bay on the 1972 RRE trip, Mel's always been on top of things."

Our hero graduated from Newtown High School, the only agricultural school in New York City. Then in 1940 he entered the School of Business of New York University on an athletic scholarship, but dropped out when U.S. entered World War II and the University de-emphasized sports. After a professional baseball tryout for the old Philadelphia Phillies, he enrolled at St. John's University in Brooklyn, N.Y., and played on its basketball team. But before getting his degree in Business Administration there he spent four years in the Army.

During the war Mel served in the Intelligence Section of the Army Air Force in North Africa, moving over to the border of India, and working his way south through Burma. He was mostly on detailed duty with the British 14th Army. Mel was at Rangoon when Lord Mountbatten accepted the Japanese surrender there.

"In many ways," he tells us, "the Battle of Burma was like the jungle fighting in the Philippines. Low-level straffing of railroad bridges cut the Japanese supply lines. Our Intelligence Branch determined that we must hit the bridge underpinnings from no more than 200 feet above. One of my jobs was to accompany shipments of vital freight through the jungle borders of India-Burma. I traveled over the entire Bengal-Assam Railroad system, meeting many G.I.'s attached to the Railway Battalions.

"The water wasn't fit to drink, so we were given cases of grapefruit juice as a substitute, which overtaxed my kidneys. On one mission I received a smuggled communication from an

American prisoner of the Japanese near Mandalay. In order to confirm that he was no longer to be listed as missing in action, I was airlifted to Toungoo, Burma. There, in a large railroad freight yard, I saw a B-24 bomber in his outfit and learned from Anglo-Indian railroad crew men that he was, indeed, a survivor."

Before the war, Mel was attracted by Stella Halakewicz, a tall, stately blonde with a soft, seductive voice, who was then a freshman at St. John's University, as he was. Stella followed him from game to game when he played baseball and covered up for him by taking notes in the classes he missed. She was still there, but about to graduate, when he returned to St. John's after three and a half years in the Army.

THEY WERE MARRIED in 1953. I asked Stella: "How come you picked Mel Ost for a life partner instead of some other guy?"

"When we met at the University," she replied, "I was impressed by the many things he was interested in such as sports, trains, clubs, etc. And so when he proposed and I accepted, I knew that our life together would be interesting. Is has been, and still is."

They have a daughter, Mary-Anne, now twenty, a pre-veterinarian student in her senior year at the University of Pennsylvania. Mel's wife is currently teaching secretarial subjects in a Brooklyn high school. Both she and Mary-Anne have accompanied him on trips from coast to coast for the Ost steel-wire business. At such times the daughter went along as business editor and reporter for the University of Pennsylvania newspaper. She also accompanies Mel on trips when the ex-Frisco Pullman *Eugene Field,* owned by the New York Division of RRE, is leased out for political campaigns and so on.

"Such destinations as Great Falls, Denver, Phoenix, and New Orleans are exciting enough for anyone," Mary-Anne enthuses, "but how many people are lucky enough to see all the countryside in between, as I was? Moonlight nights through the plains of Dakota and the Little Dipper above small towns in Nebraska were not to be slept through. Sunrises in Lancaster and bright warm

In Mel's business he ships a lot of steel wire via Lehigh & Hudson River R.R. (Top) L&HR southbound brakeman picks off 19's at Andover Jct., N.J., May '66. (Below) Two L&HR Alcos pulling a northbound freight train roll beyond Andover Jct. tower.

Photographs by Peter Jensen and William R. Wright

Wife Stella (below) on Rusty Oats with daughter Mary-Anne atop Donyel Dayglow in 1970. (Right) Mary-Anne, an expert horsewoman, takes forward pose on horse ready for jump.

afternoons through New Mexican Indian are just a few of the happy recollections of my transcontinental journeys since early childhood. My first rail journey is still vivid in my mind, though I was only three years old. We went to the ancient depot in Savannah, where I dropped my toys while boarding the train. They fell onto the tracks and I almost went into hysterics as someone risked death by crawling under the car to rescue them. I feared the train would run over him."

Mary-Anne recalls a crisp October day in 1974 when, as business editor of *The Daily Pennsylvanian,* a publication of her University, she rode a campaign train, the Shapp-Kline Victory Special II, consisting of three cars. One of the three was the *Eugene Field,* ex-Frisco Pullman No. 1450, now owned by the New York Division of RRE. The other two were ex-Pennsy's *Alder Falls* and the Pennsy's 120. Reading diesel 703 wheeled them on secondary trackage of the Lehigh Valley, the Reading, the Erie Lackawanna, and Penn Central, taking the re-elected Governor Milton Shapp into the coal-mining area of northeastern Pennsylvania.

Among the press members on board was Rogers Whitaker of *The New Yorker,* who holds the nation's record for railfan travel. When they reached Scranton at the end of the first day, campaign workers removed all luggage from the cars' roomettes and took it to the local Holiday Inn, scene of a big political rally. Mel invited Rogers to sleep in the Pullman that night; but the latter's luggage had been taken to the hotel, so Mary-Anne walked back with him to get it.

After locating his suitcase, Rogers hailed a taxi. "Lackawanna Railroad station, please."

The driver gave him a funny look. "Hey, mister, there is no more passenger service in the station."

"I know," said R.W., "but I want to go to the station."

The driver picked up his two-way phone. "Hey, Charlie, this is No. 16. I got a crackpot here who wants to go to the passenger station."

Back came the answer: "As long as you've been working for this company, you should know there's no trains into Scranton any more."

"I know, Charlie, but he insists."

"Okay, drive him to the depot and then bring the cab back to the yard. I think you've been drinking on the job again."

Actually, the special train was waiting on a track which still had stand-by facilities. As Rogers boarded it with Mary-Anne, he said this same track had been used by a Pittsburgh sleeper on a regularly scheduled Lackawanna-Pennsy train, the *Interstate,* prior to World War II.

Mary-Anne is double-majoring at the University of Pennsylvania in biology and anthropology. Like other railfans, she is an insatiable collector, preferring "railroad blues" songs of the 1920s and 1930s, the slide guitar and picking styles of Blinde Blake and Willie McTell. She also writes railroad songs and poems in a more contemporary vein. And while her father pursues the iron horse, she spends spare time with the live variety, both training her own steeplechase and helping young people with various phases of horse activity. She is an avid equestrienne, having won numerous ribbons and trophies at horse shows.

"In fact," Mel recalls, "I was returning from the Arctic Circle with Gort Wilbur, heading for New York City, when my daughter boarded our train in Syracuse after winning a first prize in horse judging there at the New York State Fair. We have a thoroughbred horse and keep him at our summer home in Mahopac Falls, N.Y., which, with Mary-Anne's steed, makes us a two-horse family."

THE OSTS live at 108-29 67th Drive, Forest Hills, N.Y. 11375. Prior to becoming national president of the Railroad Enthusiasts, Mel was national vice president and president of the New York Division. He joined the RRE about twenty years ago. He is an

active shipper of steel wire freight by rail and as such he keeps abreast of transportation problems. Besides routing freight, he is in frequent discussions with railroad traffic men regarding the handling of the RRE's private car.

"This is a big problem," he says. "The logistics are overwhelming. Local freights do not always service a particular point and passenger switching locomotives are not always available when and where you need them."

"One chilly November day ten years ago," Mel recalls, "I rode B&O train No. 1, the *National Limired,* to St. Louis. As it made the long approach to Union Station, which resembles a Medieval fortress, and began backing in, I saw a handsome Santa Fe 'Big Boy,' No. 5011, in what looked like mint condition, sitting out in the yards. Seeing her gave me a thrill, for steam had long been gone from mainline rails.

"That evening I was dining alone at the posh Missouri Athletic Club. For a while I listened to three men at an adjoining table discuss steam operation at Tucamari, Clovis, Raton, and so on. At length I cut in politely: "Pardon me, gentlemen, but I overheard your conversation and I wonder if you have seen the big steam engine at Union Station?"

"One of the men inquired how I happened to be interested in steam power and I said I was a rail buff. He then asked me to join his table and introduced me to the group, saying: 'I am E.S. Marsh, chairman of the Santa Fe board, and I want you to meet Bill Burk, our public relations man, and Loren T. Ketcham, general agent of the St. Louis District. We are here to donate that locomotive to the National Museum of Transport here in St. Louis. I have invited every segment of the railroad industry to this presentation and you can represent the railfans.'

"Later, he picked up my tab and suggested that I meet him the following morning at the station, which I did; and he took me into the cab for the ceremony. Among others, I appeared on TV. Afterward, I dined with the Santa Fe executives at the Fred Harvey restaurant in Union Station. Since then I have often thought about Mr. Marsh. He died a few weeks ago."

Mel is a member of the Mobile Post Office Society. He has a large collection of old railroad post office cancellations as well as the "agents' cancellations" which preceded them. Before he met Stella, he was writing papers on mail delivery and the New York City transit system, while she wrote at least one paper on the reorganization of American railroads. Incidentally, one of Mel's grandfathers was the first mover and drayman on the route between Yonkers and New York City.

Our *Interesting Railfan* likes to traverse old abandoned railroad rights-of-way that run through Putnam, Dutchess, and Columbia counties in New York State. He enjoys researching in the Williamson Library and writing articles for *The Railroad Enthusiast.* His personal library includes old copies of *The Official Guide,* timetables, and books by his favorite author, the late Lucius Beebe. He also reads other nonfiction books, mostly those that deal with railroad history. His enjoyments also include hockey games and the National Horse Show.

"I became most fully involved in railroading," he tells me, "when the Enthusiasts assigned me the job of buying a Pullman car. The one I picked was the *Eugene Field.* Aided by a few members, Rudy Morgenfruh, Bruce Thome, Pete Campagna, we rebuilt the car from its blind vestibule to the front vestibule. This took two years of dedicated work.

"It seemed that every week-end found us in Essex, Conn., rebuilding parts we couldn't get elsewhere. Finally, Penn Central sent its superintendent of cars to Essex to make a mechanical test and said our old Pullman was in better condition than most Amtrak cars that come through the shops. I felt nine feet tall when I learned by phone that it was rolling into Penn Station, New York City, on an Amtrak train from New Haven!

"This meant we were now accepted not merely as railbuffs but as a group of mechanics who, through diligent work, had restored a car to standards set by the Association of American Railroads. We then started to pool this car, the *Eugene Field,* with George Pins equipment, besides leasing other railroad cars for long-distance trips.

"By the time the February issue of *Railroad* comes out, the cars will be sitting at Palais station in Quebec as a special to the Ice Carnival in that city. They will then return to New York and leave for the Mardi Gras in New Orleans. In previous years we have run similar trips as sellouts. With a crew of former Pullman personnel, we have built up a select group of passengers who remember traveling in the grand style that Lucius Beebe used to extol.

"If I am to be remembered for anything, I hope it will be for co-starring, with George Pins, Rudy Morgenfruh, and Larry Haines, a way of travel that this country had not seen about since 1940."

Mel Ost tells me a little about the moving of private cars. "We feature the former C&O Pullman originally named *City of Petoskey* but leased to the B&O and renamed *Shenadoah.* This car is our sleeper. We also use *Clover Colony,* the last of 10,000 section-type Pullmans. This one, with its upper and lower berths, has great appeal for nostalgic travelers. In addition, we use the ex-Frisco's *Eugene Field* as a sleeper-lounge and the former Pennsy car *Alder Falls* as a loung-sleeper-bar car. But the pride of our fleet is Pennsylvania 120, which, as Pennsy's flagship, was used for the President of the United States and other dignitaries. As the PRR served Washington, D.C., it was on stand-by for this service. We also have the same crew that was assigned to it.

"This equipment we have taken to Army-Navy football games. Governor Shapp used it on a barnstorming tour in Pennsylvania. These cars have gone to the Arctic Circle, to the Gaspe Peninsula in Canada, and to Hyde Park, N.Y., for a preview of a new movie, "Franklin and Eleanor," a four-hour spectacular being seen January 11th and 12th, ABC-TV, produced by David Susskind. This resurgence in classic rail travel we helped to bring about."

Did you know that the Waldorf-Astoria Hotel, half a mile north of the *Railroad Magazine* office, has a private railroad siding? This exclusive siding was available for luxury travel in the golden era of passenger service, but it hadn't served anybody since the late President Truman boarded a train there many years ago. It had been hoped that the "Franklin and Eleanor" special could use this siding, but last-minute rescheduling had the train leaving Grand Central Terminal instead. •

CHARLEY BOONE AND THE 5508

by William T. Church

CHARLEY BOONE'S "finest hour" came one cold December day in 1925 when he was called to handle a fast special train over the Hoxie subdivision of the Arkansas Division from the Union Depot at Little Rock, Ark., to Poplar Bluff, Missouri.

Charley was a Missouri Pacific hogger at the time when L. W. Baldwin was president of the system. Mr. Baldwin happened to be in Little Rock pushing the MP's then-new slogan, "A Service Institution." It was routine with him when visiting a terminal to check on train movements. This day he became concerned over two sleeping-car passengers and two day-coach passengers on the New Orleans-Little Rock "varnish," No. 116. Those four were bound for Chicago via No. 28, the *Cannonball,* which would take them as far east as St. Louis, where they would board a Chicago & Alton train for the last leg of their trip.

Mr. Baldwin asked the chief dispatcher to hold No. 28 for them to make sure they did not miss their connection in St. Louis. After making this request, he toured the Little Rock terminal. Upon his return to the office, he inquired of the chief, "Did those passengers on No. 116 make No. 28?"

"No, sir," replied the chief, explaining that No. 28 had a very fast schedule and that all of its passengers would miss connections in St. Louis if it was held for No. 116, which hadn't yet arrived at Little Rock.

This angered Mr. Baldwin. "I want those four passengers to be on the C&A train tonight," he blustered. "If not, we may have a new chief dispatcher on this division tomorrow morning."

The chief didn't want to be sent back to some lonely outpost pounding brass, so he took the president at his word. He called the day roundhouse foreman at Baring Cross.

"Give me the fastest engine and engineer you have on the list," he roared into the phone. "And have him report to me when he reaches the depot."

Within minutes, an extra passenger crew was rounded up. The coach shop furnished a Pullman, a day coach, and a buffer car for the special. The roundhouse foreman did his part by supplying an Atlantic-type passenger engine, the 5508, and ordering the hostler and his helper to rush her over to Union Depot in jig time. The runner chosen was Charley Boone. He was checking his watch with the standard clock in the register room when the worried chief addressed him.

"Charley, I want you to put this special in Poplar Bluff Union Station in time to meet the C&A at midnight."

"Can do," was the answer. "Just tell the dispatcher to keep the line clear and I'll shove No. 28 into Poplar Bluff from Harvill on time to please the boss."

He spoke casually, but it was quite a statement for a runner to make, considering the fact that 28 had the fastest and tightest schedule on the Arkansas Division and would be more than one hour ahead of the special. In those days, as oldtimers can tell you, the division had a 65-mph speed limit, with twelve miles of 55-mph track and two slow drawbridges of 30 mph each. So Charley Boone, with a high-stepping 5500 class engine, faced some ticklish work to get his train into Poplar Bluff on time. However, like Casey Jones, he had a reputation for being able to run the wheels off a locomotive.

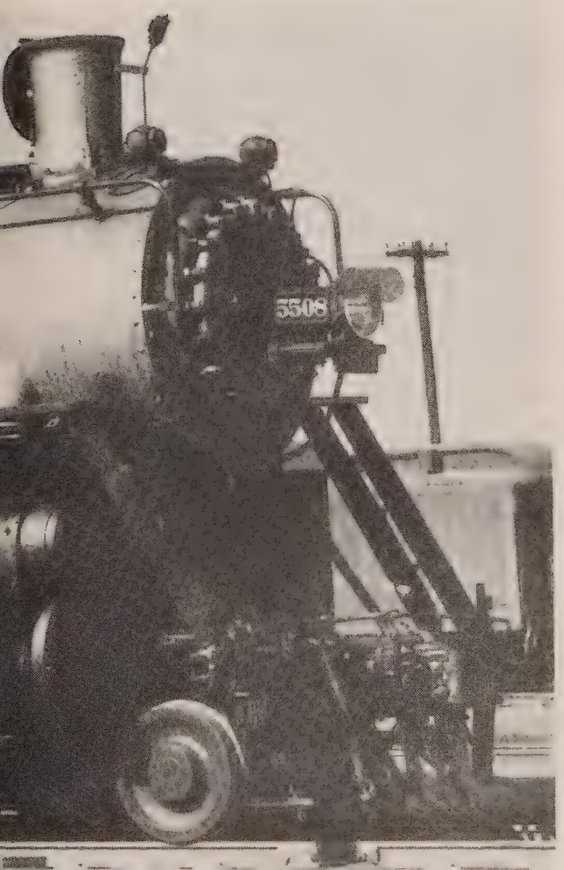
No. 28 was due to leave the Union

Depot in Little Rock at 3:00 p.m. and had four scheduled stops, all in Arkansas: Kensett, Newport, Hoxie, and Knoble. The stops were included in the train's running time, which allowed 24 minutes for necessary station work and engine service. This would give the varnish, if not delayed, just three hours and 58 minutes to reach Poplar Bluff on schedule.

YOU HAD to be damned good to keep such a train on time, and as it was extra heavy that day the chief dispatcher had decided not to wait for No. 116. This decision was now threatening his very job. But Charley wasn't worried. He had just finished checking over the 5508 when the delinquent 116 rolled into Union Depot. Minutes later, the skipper on Passenger Extra 5508 North gave him a highball.

Before the second beep of the air whistle faded into the late afternoon air, Charley cleared the cylinders of his high-wheeled Atlantic. He raised his six-foot frame off the seatbox as he opened the throttle before sitting down again. The stack music told the dispatcher that Charley Boone was on his way. As the 72-inch drivers bit into the well-sanded rails, the hogger pulled out his open-face "railway special" Hamilton watch. His cold gray-blue eyes became slits as he noted the time, 4:10 p.m. One hour and ten minutes behind No. 28!

Missouri Pacific photograph



"You won't have to shake her grates today," he called out to his fireman above the roar of the 5508's stack as they blasted across Baring Cross bridge. "I'll keep them shook up."

Before Passenger Extra 5508 North cleared the Fort Smith crossing in North Little Rock, the operator at Bald Knob, 55 miles up the line, had OS'ed No. 28 by as being on time. Now if 28's big Pacific was doing well, Charley on his high-wheeled Atlantic was flying. While going through Olyphant, the injectors on the 5508 broke, indicating they were out of water.

"We'll let her moult till it falls out," he said loudly. It was a homey expression he used sometimes when things went wrong. He shut off while crossing White River bridge at Newport, with just a bubble of water showing in the glass.

"Half a tank," he yelled instructions to the ashcat, who was scampering over the dusty coal pile as the 5508 pulled up to the water plug at Newport. "We'll get a tank of coal and a full tank of water at Hoxie, then go on to the Bluff."

Long before the needed half-tank was received, he called in the flagman and then, on a signal from the skipper, blasted away from Newport. By the feeble glow of the small, 15-watt, train-order light above his head, Charley checked his time: 5:25 p.m. Twenty minutes behind No. 28.

As the special thundered away from Newport the trick dispatcher at Little Rock was clearing the road for it. With a crisp voice he called out for the operators at Poplar Bluff and Knobel to copy 31 orders. On their response he asked the operator at Hoxie to copy a "19" for Charley Boone.

Trains 28 and 25 normally met at Neelyville, Mo., with 25 in the hole for the *Cannonball.* But tonight the dispatcher did some fancy figuring. The "31" for No. 28 at Knobel was a restricting order, thus requiring the signature of the conductor he was putting in the hole at Neelyville for No. 25. Then he issued a "31" to the operator at Poplar Bluff relegating No. 25 onto a siding for the Passenger Extra North at Moark, the first station south of Neelyville. Finally a "19" at Hoxie to Charley Boone on the passenger extra for his meet with 25 at Moark.

CHARLEY roared into the town of Hoxie, where he spotted the 5508 under the coal chute for fuel and water and got down on the ground with his long-necked oil can to give the running gear a shot of lube oil. While he was calling in the flagman, his skipper came out of the Hoxie telegraph office and handed him a fistfull of 19 orders, saying: "We meet No. 25 at Moark, with us on the main." Then 28 and 25 at Neelyville, with 28 in the hole. Looks like a close meet for us at Moark."

Charley nodded. "We'll make it."

Almost immediately afterward the shot over the Frisco crossing at Hoxie. After fussing about the delay of 55 mph over the slow track between O'Lean and Peach Orchard, he gave the little high-wheeled lady her head and stormed past Knobel, chasing 28's markers. . . .

Charley had kept his word. He was shoving No. 28 into Union Depot at Poplar Bluff from Harvill. Two hours and 54 minutes they had run, with three stops, averaging better than 72 miles per hour. He was registering on the rest book in the big brick depot at Poplar Bluff when the trainmaster approached, saying curtly: "Mighty fine run, Charley, but wasn't it a little too fast?"

The hogger's clear cold eyes bored into the face of the brass collar without flinching. He gave his six-foot frame an extra inch by filling out his bib overalls with a deep breath.

"I had my orders, sir," he replied, "I always follow orders. Besides, Mr. Baldwin wanted those four passengers in St. Louis for the Alton at midnight. In helping to get them there I only did my part to make the Missouri Pacific Railroad a 'Service Institution'."

Charley Boone's average of more than 71 miles per hour was a record that Arkansas Division runners tried for years to beat. But none of them ever did, so far as I know, back in the steam days. As a Missouri Pacific conductor of some years' standing, I had fun digging up the facts for this true tale. My address is 512 Terrace Drive, North Little Rock, Ark. 72118. •

Omaha-Billings train at Alliance, Nebr., on July 7, 1969. One of the Burlington's last RPO runs that helped to keep train running a few weeks longer. Streamlined equipment, including FW&D coach, indicated CB&Q train-offs on run, normally not on run.

Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Nebr. 69101

PASSENGER TRAIN SURVEY

AMTRAK is doing a good job of upgrading rail passenger service and further improvements can be expected within the next year or two, an Interstate Commerce Commission judge has ruled. However, Administrative Law Judge Glennon found that the public expects better train service than is currently provided.

The findings resulted from public hearings held in major cities across the nation last year. The hearings generated so much unfavorable publicity that Amtrak complained that the ICC was undermining the public's confidence in rail service and damaging Amtrak's hopes for increasing the number of train riders.

Glennon found four principal problems with Amtrak: Bad roadbed and track, lack of adequate equipment, inadequate passenger rights, and inadequate public participation.

The bad track, over which Amtrak has no control, has resulted in many train delays. Glennon said 43 percent of all Amtrak delays in the first five months of 1975 were the result of "slow orders" placed on Amtrak trains by the railroads which own the tracks. The slow orders occurred because the track was in such poor shape that trains could not run over them at higher speeds.

As for the inadequate equipment, Glennon pointed out that Amtrak inherited a "hodge-podge of antiquated equipment with unmanageably wide variations in design, air-conditioning and heating facilities, operating characteristics, and maintenance requirements." He said, however, that recent Congressional appropriations had allowed Amtrak to start purchasing newer equipment. He found "Amtrak definitely on the way toward building the type of car and locomotive fleet needed . . ."

But he held that Amtrak tends to regard ICC regulations on passenger service as guidelines rather than rules and said this attitude must be changed.

EFFECTIVE December 15th, most coach fares on Amtrak's unreserved, short-distance trains and some first-class fares were raised. Most coach fares and some first-class fares on long-distance reserved trains will go up February first. On many Amtrak routes the addition is 5 percent, but on others it is higher. Metroliner fares won't rise.

Paul H. Reistrup, president of Amtrak, said he had hoped to avoid any major rise in fares this winter but the need for more operating funds forced either a fare hike or the quick elimination of some trains. "We chose increased fares along with further internal cost reductions," he added. So far in fiscal year 1976 Amtrak has cut costs by $14 million and aims to make that figure $30 million.

Beginning early this year, Amtrak plans to offer fare combinations designed to stimulate train usage in off-peak periods. These special prices, combined with the continuing arrival of new equipment (such as the turbo trains already running in the Midwest and the stainless-steel Amfleet cars now replacing most older conventional coaches in the Northeast) promise to make train travel a better bargain.

In the Boston/Springfield-New York-Washington Corridor, coach fares which were less that $5 before December 15th remains unchanged. Those of $5 or more but less than $10 went up 50 cents. Those that were $10 and over rose by $1. Increases are computed separately north and south of New York, but don't exceed 10 percent.

All first-class fares on conventional Corridor trains went up 10 percent. Other territories affected by the December 15th rise and the percentage of increase, are:

New York-Buffalo-Detroit—10 percent; Washington, D.C.—Cumberland, Md.—10 percent; Chicago-Carbondale—5 percent; Chicago-Detroit/Port Huron, Mich.—10 percent; Chicago-St. Louis—5 percent; Chicago-Quincy—10 percent; Chicago-Dubuque—5 percent; Chicago-Milwaukee—10 percent; Minneapolis-Superior—5 percent; Seattle-Portland—10 percent; Los Angeles-San Diego—5 percent; Oakland-Bakersfield—5 percent, and Seattle-Vancouver—5 percent.

A 10 percent jump in both coach and first-class fares on Amtrak's *Montrealer* (Washington-Montreal) and *Adirondack* (New York-Montreal via Albany) will take effect February first. The long-distance trains for which coach and first-class fares will rise 5 percent at that time are:

New York-Florida service (but no increase for through travel between Florida and Washington and points north); the *Broadway Limited,* New York/Washington-Chicago (but no increase for through travel between New York, Philadelphia or Washington and Chicago); the *National Limited,* New York-Washington-Kansas City (but no

Amtrak's *Coast Starlight* at Oxnard, Calif., last August second. The people are unidentified except (in left photograph) Carrie Hartman, who lives in nearby Camarillo and went to Oxnard, nearest Amtrak stop, to see her sister off to camp.

Photograph by William T. Morgan

increase for through travel between New York/Philadelphia or Washington and St. Louis and points west); the *James Whitcomb Riley,* Washington/Newport News-Chicago (but no increase for through travel between Washington or Newport News and Chicago); the *Mountaineer,* Norfolk-Chicago (but no increase for through travel between end point cities); the *Floridian,* Chicago-Florida (but no increase for through travel between Chicago and Florida cities), and the *Panama Limited,* Chicago-New Orleans (increase applies only to full route).

Long-distance trains for which only coach fares jump 5 percent on February 1st are: the *Inter-American,* St. Louis-Laredo; the *Lone Star,* Chicago-Dallas/ Houston (but no increase for through travel between Chicago and Texas cities.)

Also the *Southwest Limited,* Chicago-Los Angeles; the *San Francisco Zephyr,* Chicago-San Francisco; the *Empire Builder,* Chicago-Seattle; the *North Coast Hiawatha,* Chicago-Seattle; the *Sunset Limited,* New Orleans-Los Angeles (but no increase for through travel between end point cities on these trains). On the *Coast Starlight,* Los Angeles-Seattle, the increase applies only to the full route).

REBIRTH of the *Lake Shore Limited,* linking Chicago and both Boston and New York via Cleveland and Buffalo, has added 741 unduplicated route miles and nine stations to the Amtrak system. Totals now are 24,965 miles and 471 stations served.

However, the fabled *Lake Shore Limited* was more limited than fabled one day last fall when it had to back up for seven miles near Albany, N.Y., during its inaugural run to New York. The back-up operation was caused by the ripping out of a 12.1-mile section of Penn Central track in Rensselaer County in 1973.

The complicated maneuver, which involves backing onto a bridge, is designed for the Albany-Boston segment. The ordinary through route from the west swings south across the Hudson River from Albany to New York City and one section of the *Lake Shore* follows that route.

If Lucius Beebe were still living, he'd be glad to learn that the *Broadway Limited,* one of his alltime favorite trains, is sporting a fresh image. It now boasts a new routing for the Washington section, new uniforms for train personnel, hot *hors d'ouvres* for sleeping-car passengers, morning newspapers for passengers, new menus, wake-up coffee and orange juice, and a lenthened, but more realistic schedule.

Our December issue mentioned a retired railroader who had worked on the *20th Century Limited* in its heyday: red carpets, roses, and all. "Amtrak is not so far off," writes John M. Maris, 100 Hobart Ave., Short Hills, N.J. 07078. "Last November my son and I, riding the *Empire State Express,* noted that the conductor removed his hat every time he went through the diner. When I complimented him on this courtesy, he said it was really the only way to run a railroad."

ESPECIALLY appealing to Westerners, but available to others planning California visits, are three quickie trips set up by Amtrak with local tour operators. They are (1) the *Reno Fun Train,* which crosses the High Sierras through spectacular scenery; (2) A San Francisco-Yosemite National Park tour, using Amtrak's *San Joaquin* train to and from Merced plus a bus into the park; and (3) a "Meet Me in Monterey" tour, including two days' use of a rental car for exploring California coastal areas.

This is the 12th season for the *Reno Fun Train,* operating most weekends from January 23rd through April 30th. The $69.96 total per person, double, includes the round-trip train fare, dancing on the train, two nights' lodging and four meals in Reno, and a coupon book offering drinks and entertainment at Reno clubs.

The San Francisco-Yosemite tour, which begins at $122 double, includes two nights at a park lodge, plus the round-trip from San Francisco, six meals, refreshments on the train, and sight-seeing.

The Monterey tours and travel package includes two nights at a Monterey inn and dinner at the Warehouse on Cannery Row, along with the rental car. Tab: $49.80 double, plus rail or air fares.

The most swinging Mardi Gras party this season could well begin on a red-white-and-blue train. Amtrak and American Rail Tours announce an escorted Mardi Gras rail package to New Orleans from Chicago, with live entertainment aboard the train both ways. Special coaches will leave Chicago on the *Panama Limited* at 6:10 p.m. on Friday, February 27th, returning to the Windy City the following Thursday.

A package of seven days and six nights

Olympian Hiawatha winds its way through the wintry forests of Snoqualmie Pass in the Cascades. The unique engine hauling the train was one of five, bi-polar, gearless electrics built by GE in 1918 and faithfully served the Pacific Northwest for 40 years.

From original painting by Howard Fogg on Train Cards, Leanin' Tree Publishing Co., Boulder, Colo.

costs $299 apiece. It includes the overnight coach rail trip both ways (first-class sleeper, about $100 extra); four nights, double occupancy, at a hotel in the French Quarter; transfers between hotel and railroad station; cocktail party; sightseeing; moonlight Mississippi River cruise; a night of Dixieland jazz at a night club, and breakfast on the day of departure.

CANADA'S passenger trains should be allowed to die a natural death, according to the president of Canada Steamship Lines, Paul E. Martin. He attacked government policy in propping up rail passenger transportation with massive subsidies as "ludicrous." He said that, using the latest government figures, it would be cheaper to buy a bus ticket for each train passenger and present it to him free than continue the current level of subsidization.

THE LAST surviving passenger of the first Canadian Pacific transcontinental train when it steamed into Vancouver nearly 89 years ago, recently celebrated her 90th birthday at Edmonton, Alta., reports *CP Rail News*.

Mrs. Edith "Minnie" McKenzie was young to recall anything of the trip, but later heard of it in detail from her brother, George Love. Heading west from North Dakota, the six members of the Love family boarded the train at Winnipeg. Her father was unaware that it was a through train.

"It wasn't until we got to the mountains that he learned we were actually going to Vancouver," says Mrs. McKenzie. "We were coming out to meet my grandfather, George Leonard. Almost the first thing he said was about a fire the year before. It came so fast that he just had time to bury his carpenter's tools and run. Tools like that weren't to be had in Vancouver in those days."

The old lady's son David is a CP Rail locomotive engineer on East Kootenay-Roberts Bank coal unit trains.

A LIVELY and informative 20-page magazine is *Rail Travel News*, formerly called *Rail Travel Newsletter*. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, Calif. 94709, it sells at 35 cents a copy, $8 per year. James Russell is editor and Paul Rayton editor-at-large, plus four regional correspondents. Passenger-train fans would be well advised to read *Rail Travel News*, as well as our own *Passenger Train Survey*, to keep well informed.

H. Gerald MacDonald, 124 East Wisteria Rd., Wildwood Crest, N.J. 08260

PRSL Budd car M-400 on train 361 at Wildwood-Rio Grande, N.J., depot in 1971.

We also recommend joining the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003. Membership, $10 a year, includes a subscription to their monthly publication, *News from National Association of Railroad Passengers.*

Down by the Depot

WE LEARN from L.P. Cummings of Lancaster, Pa., that the Reading Railroad wants more than $25 million for its Philadelphia terminal at 12th and Market streets and isn't about to accept the $2.7 million SEPTA plans to pay for it. Andrew L. Lewis Jr., chairman of the railroad's trustees, refers to the $2.7-million price tag as "totally inadequate and unrealistic."

SEPTA is being forced to buy the terminal as a result of the Federal reorganization of seven bankrupt railroads, including the Penn Central and Reading, into the new Consolidated Railroad (ConRail), which doesn't plan to make the Reading Terminal part of its freight system. So SEPTA needs to buy it in order to keep the six Reading commuter lines operating.

AMTRAK's new rail passenger station at Richmond, Va., has so facilitated train movements that new timetables are expected to show a 10-minute cut in running times of all Amtrak New York-Florida trains.

PASSENGERS going through CP Rail's 75-year-old station at McAdams, New Brunswick can take a quick side-trip into local railway history, thanks to a mini-museum. While most railway museums display steam locomotives, rolling stock and numerous artifacts, this one consists of a display case in the waiting-room and two small pieces of rolling stock in front of the station.

The idea came from James McCracken, station agent, who thought that passengers waiting for trains might like to look at some aspects of Canadian Pacific history related to the area. Inside the protective case are telegraph keys, gold passes, a piece of U-rail from the St. Stephen line, dating from the 1850s, other artifacts, and old photographs.

New England railfans riding the Boston & Maine bound for White Mountain areas well remember this picturesque old station at North Conway, N.H. Conway Scenic R.R., running week-ends this winter, operates daily round trips to Conway during summer.

Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

The museum's success has spurred the town into expanding the project. Recently, three-wheel velocipede and a four-wheel handcar were installed in front of the station. This display is maintained by the town, which has also made a park out of the area in front of the depot.

PUGET SOUND Historical Railroad Assn. has begun raising funds to restore the 85-year-old Snoqualmie railway station at Snoqualmie, Washington. This non-profit group operates a steam-railway museum near Snoqualmie Falls. It will use the old Snoqualmie depot in its museum program.

James W. Thompson, president of PSHRA, says the station is on the National Register of Historic Places. The Association hopes to raise about $30,000 to match a Federal grant it expects to receive through the state Office of Historic Preservation.

The station was built in 1890 after the Seattle, Lakeshore & Eastern Railway had built a rail line from Seattle to North Bend.

THE OLD station at Glenshaw, Pa.—a relic of the steam age—apparently has been saved for posterity. Demolition has been held off—thanks to a community campaign in Shaler Township to preserve the 75-year-old structure. It's going to be moved from its location along the Baltimore & Ohio tracks off Route 8 to the township's Fall Run Park, where it will become a railway museum.

B&O had leased the station to a lumber company for storing wood. Early last year, the firm decided it wasn't suitable for lumber storage and planned to replace it with a shed. Mrs. Renee Waun, who teaches nearby, learned of the demolition plans. She persuaded the lumber company to hold up demolition and launched a "save-the-station" campaign. The lumber company even donated $500 to the cause. Pledges and gifts of $8,500 were received.

AT LOCKPORT, N.Y., the Common Council has agreed to work with the owner of the fire-damaged Union Station Restaurant in an effort to restore what all agree was "once a proud building." Damaged in a $500,000 fire in December, 1974, the restaurant on Union Street has been an object of controversy. Some residents in the area wanted it demolished. They claimed the building is both an eyesore and a safety hazard. But the council determined that its walls are structurally sound. •

HOBBY CLUB

conducted by Sy Reich

TO THE SURPRISE of no one, Melville D. Ost—Freeman Hubbard's *Interesting Railfan* this month—was re-elected national president of the Railroad Enthusiasts, Inc., at their 40th annual meeting in New York City. His slate, including secretary Pomona Atherton and treasurer Bill Webber, were swept into office with him. Somehow, I can't visualize the RRE without Pomona and Bill holding these important posts.

This year offers great challenge to Mel and the high command. RRE is no longer a relatively small Eastern-oriented railfan group. Its recent growth and rising influence take in some 1600-plus members, including the addition of Harlem Valley Div. and the Golden Gate Div. on the West Coast and Old Dominion Div. in Dixie and the newest division, in Cleveland. They take places alongside the more seasoned New York Div., the 470 Railroad Club, Portland (Me.) Div.; the Mass. Bay Div.; the Lakes Region (N.H.) Div.; and the Chesapeake, Hartford (Conn.(, and St. Louis divisions.

Mel tells me that Laurence Blanke, Jr., of Mass. Bay, who was Frank Kyper's assistent editor, is replacing the resigned Frank as head editor of the impressive bi-annual RRE magazine. Laurence has his work cut out for him. Frank put together a lively publication, often under difficult circumstances.

ANOTHER 40th meeting, the National Railway Historical Society outing in Philadelphia, brought forth surprising news from veep Al Vaughn. Al says our old pal, Lew Pardee, will step down this year as president and be a candidate for the now-vacant position of chairman of the board.

Lew's post as prexy has become one of complex and increasing correspondence, plus the internal workings of an army of 9,125 members in 117 chapters. Machinery is under way to divide this burden. George Springer of the West Jersey Chapter and Larry Eastwood of the Philadelphia group indicate they have the 1976 convention well in hand and it looks like a good one. The spring meeting will be hosted the last weekend in April by the Indianapolis Chapter, which includes a tour of Amtrak's Beech Grove Shop.

EVERY YEAR'S beginning evokes important money-raisers for many fan clubs, the annual calendar. While we know of some turning out fine jobs, there are others we haven't heard from yet. All should be mentioned—and will be, when we get word.

First we'll talk about the New York Central 1976 calendar with 12 choice photos, one for each month, plus significant historical dates, $2.50 (Ohio residents, include sales tax). Write to NYC System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

The Bluegrass Railroad Club calendar features Midwestern and Southeastern steam, diesel, traction, $2.50. Contact Dr. Wesley Ross, 1749 Bahama Rd., Arlington, Ky. 40511.

A fine all-new Nickel Plate Society offering has 14 8x10″ photos of NKP and predecessor roads, $2.50. Write Nickel Plate Historical Technical Society, Box 6212, Ft. Wayne, Ind. 46816.

Add $1 per calendar for first-class mailing to North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802.

A novel commemorative Heisler-geared loco calendar with 8x10″ prints from glass negs, $4 (Pa. residents enclose 6% sales tax). Lake Shore Ry. Historical Society, Inc., Box 571, North East, Pa. 16428.

I AM an Illinois Central Gulf engineer, an avid railfan, and a model railroader. I want information and ideas for a more efficient job in helping a troop of about 35 Boy Scouts to earn railroad merit badges. My railroading knowledge is such that I could be a counselor for them, but I need visual aids for them.—M.C. Nussbaum, 103 Drusilla Lane, Vicksburg, Miss. 39180.

MID-CONTINENT Railway Historical Society of North Freedom, Wis., was cited a couple of months ago by the American Association for State and Local History for their preservation, faithful restoration, and operation of steam locomotives and equipment. The Society operates with many volunteers. In recent years it has emphasized the collection of scholarly materials, building a library, and assembling archives. The Museum specializes in equipment from 1875-1925 and is steadily enlarging its collection. Since 1969 Mid-Continent has averaged 38,000 paid admissions each season.

THE ELEGANT Ontario Rail Assn. mansion on wheels, *Temagami,* will again travel the winter's rails and will serve as a luxury hotel at this year's edition of the Quebec Winter Carnival. So says their, newsletter *The Injector.* Due to the big success of last year's charter, Gerry Whitely, an energetic member, once more has made both himself and *Temagami* available for a full five days with which to enjoy, as ye ed Bob Richardson puts it, "delectable repasts, delightful French-Canadian winter scenery, the exciting atmosphere of the carnival, and the elegance of calling a fashionable business car your home." Cost of trip, $600 per couple, includes rail fare, all meals, "refreshments," and accommodation. Space is limited. Each reservations must include a deposit. Contact Gerry Whitely, Ontario Rail Assn., P.O. Box 64, Brampton, Ont., Canada. We hope the mailmen's strike has ended in time for you to make a reservation by mail.

SOUTHERN CALIF. Chapter of Railway & Locomotive Historical Society has been given a big job. The 1929 opening of the famous Cascade Tunnel was recorded by Victor Talking Machine Co. on old-style discs with the then President-elect Herbert Hoover as a speaker. No trace of these recordings has been found. Bill Fletcher's chapter has been asked by W.R. Moran, Archives of Record Sound at Stanford University, Palo Alto, Calif. 94305, to lend a hand in tracking down the antique discs.

ONE THING is certain, according to Jerry Angier, ed of RRE's Portland Div. 470 Railroad Club's newsletter: Steamtown USA will be much involved in Vermont's bicentennial celebration. An attorney general's opinion has reaffirmed state responsibility for any debts the proposed bicentennial train system may run up in its two-year operation, beginning this year.

Asst. Att. Gen. Louis Peck, in a letter to

Burlington Northern train 2nd 793 (NRPC) engine BC 2860 with a consist of spare water tender and fifteen coaches, including BCR private cars *Caribou* and B. C. Provincial Museum's *Peace River* near mile 62, 2nd subdivision of BN's Pacific Div. west of Bellingham, Was., carrying over 800 fans to the meeting of two steam engines in Seattle. Royal Hudson which heads this train and American Freedom Train's GS-4 Espee Northern 4449 met in Washington city about 11 a.m. on Nov. 1, 1975. Photograph by David Wilkie

former Lt. Gov. John S. Burgess, who heads the Bicentennial Transportation Committee, said the legislative action creating the committee officially pledged the state's credit to any payment or liability it engendered. According to plans, steam-loco loop trip running from Bellows Falls through Burlington and Rutland will terminate in 1978. The committee recently got approval from the Joint Fiscal Committee to borrow up to $300,000 to restore steam locomotives for use in the passenger-train project. The state also has received more than $800,000 in grants for improvements in Vermont Ry. and Green Mountain Railroad railbeds over sections to be traveled by the special train.

ANOTHER bicentennial project capturing railfans' imagination is the Steam Locomotive 39 Preservation Fund, Inc. with steam operations by May 1. Engine No. 39 will do the same on Long Island as the American Freedom Train has been doing around the country. Retired in 1955, the ex-Pennsy class G-5s 4-6-0 has been preserved by the museum at Stony Brook in Suffolk County for 19 years. The museum trustees prefer to see an operating loco rather than a static display. So they gave her to the non-profit Fund last August.

The Fund, headed by Joseph Paul Ratti and Ron Ziel, the latter being one of our *Interesting Railfans,* was organized for the

Martin Stanley Zak, 2 Hedgerow Drive, Morisville, Pa.

Pennsy 4905 GG-1 shown eastbound at Trenton, N.J., in '64. Virginia railfan wants to commemorate "G" in Bicentennial year.

sole purpose of returning the 39 to active service in time for the bicentennial. Once operable, she will be available for excursions on and off Long Island, educational trips for school kids, local celebrations and movie and TV work. More money is needed toward the $50,000 goal for restoration. Contributors of $1 receive a mailing list, trip notices, etc.; $10 contributions, Keystone 39 button pin; $25, two 8x10" photos and pin; $50, No. 39 loco watch fob; $100, full-size reproduction builder's plate; $500, full-size reproduction, Keystone number plate. And all of those items plus a high-speed ride at the throttle of No. 39 for a contribution of $1,000. Make checks or money orders payable to the Steam Locomotive 39 Preservation Fund, Inc., 39 Montauk Highway, Bridgehampton, N.Y. 11932.

WHY NOT establish a commerative GG-1 loco as part of the Bicentennial? Because the Penn Central GG-1 has had such a remarkable history as one of the most popular locomotives ever built, I suggest a scheme to repaint one "G" in its 1935 livery. This would appeal to numerous people, not merely railfans. I think many of these people would be willing to help organize and finance this endeavor. I shall be pleased to coordinate all inquiries until an organization can be developed.—Howard W. Serig, Jr., 621 Hine St. SE, Vienna, Va. 22180.

WEST COAST fans had more than two months' enjoyment watching Espee 4449 haul the American Freedom Train. Many clubs, of which Pacific Coast Chapter of NRHS at Portland, Ore., played such a big part in bringing the big 4-8-4 back to life, turned out en masse to pay tribute to her and AFT. After a Pacific Coast stay that began on Nov. 1 in Seattle and concluded at San Juan Capistrano, Calif., Jan. 19-20, the train heads for Arizona and Yuma on Jan. 22-23, Tempe (Phoenix), Jan. 24-28, and Tucson, Jan. 30-Feb. 1. Here is a tentative AFT schedule up till June 2:

Feb. 6-9, Albuquerque; Feb. 11-14, San Antonio; Feb. 15-17, Austin; Feb. 19-22, Houston; Feb. 24-26, Fort Worth; Feb. 27-March 1, Dallas; March 3-4, Wichita Falls; March 6-9. Oklahoma City; March 11-13, Tulsa; March 15-17, Wichita; March 19-20, Topeka; March 21-25, Kansas City, Mo.; March 26-28, Jefferson City; March 29-April 4, St. Louis; April 6-8, Little Rock; April 9-13, Memphis; April 15-19, New Orleans; April 20-22, Baton Rouge; April 24-25, Jackson, Miss.; April 27-29, Birmingham; April 30-May 2, Huntsville; May 3-6, Chattanooga; May 7-11, Nashville; May 13-16, Louisville; May 17-19, Lexington; May 21-23, Charleston; May 25-26, Parkersburg; May 28-June 2, Pittsburgh.

AMONG the dedicated fan groups is the Narrow-Gauge Railroad Assn. One of its big projects, according to Bill Luxford, editor of their newsletter, *Telltale*, is freight-car restorations. Each car costs about $200 on average to repaint, repair, and reletter. Membership dues alone can't meet the cost. To continue this worthy program, each member donating $25 or more above his membership, earmarked for car restoration project, receives a NGRRA metal license plate free. Sounds good to me. I hope it gets the support it deserves. Contact NGRRA Special Account, c/o Narrow Gauge Railroad Assn. Inc., Box 4566, Albuquerque, N.M. 87106. •

Photograph by Thomas P. Cheesborough

Even "big gils" need a little help once in awhile. On Sat., Aug. 30,'75, Southern 4501 is seen readying for the return trip (NRHS Special) from Jellico, to Nashville, Tenn. SRR officials deemed it best with big grades ahead to look to hook on diesel 2819.

PHOTOGRAPHS OF THE MONTH

Mountain blizzards never played railroad favorites. SP and WP always got hit hard, but so did UP, shown here.

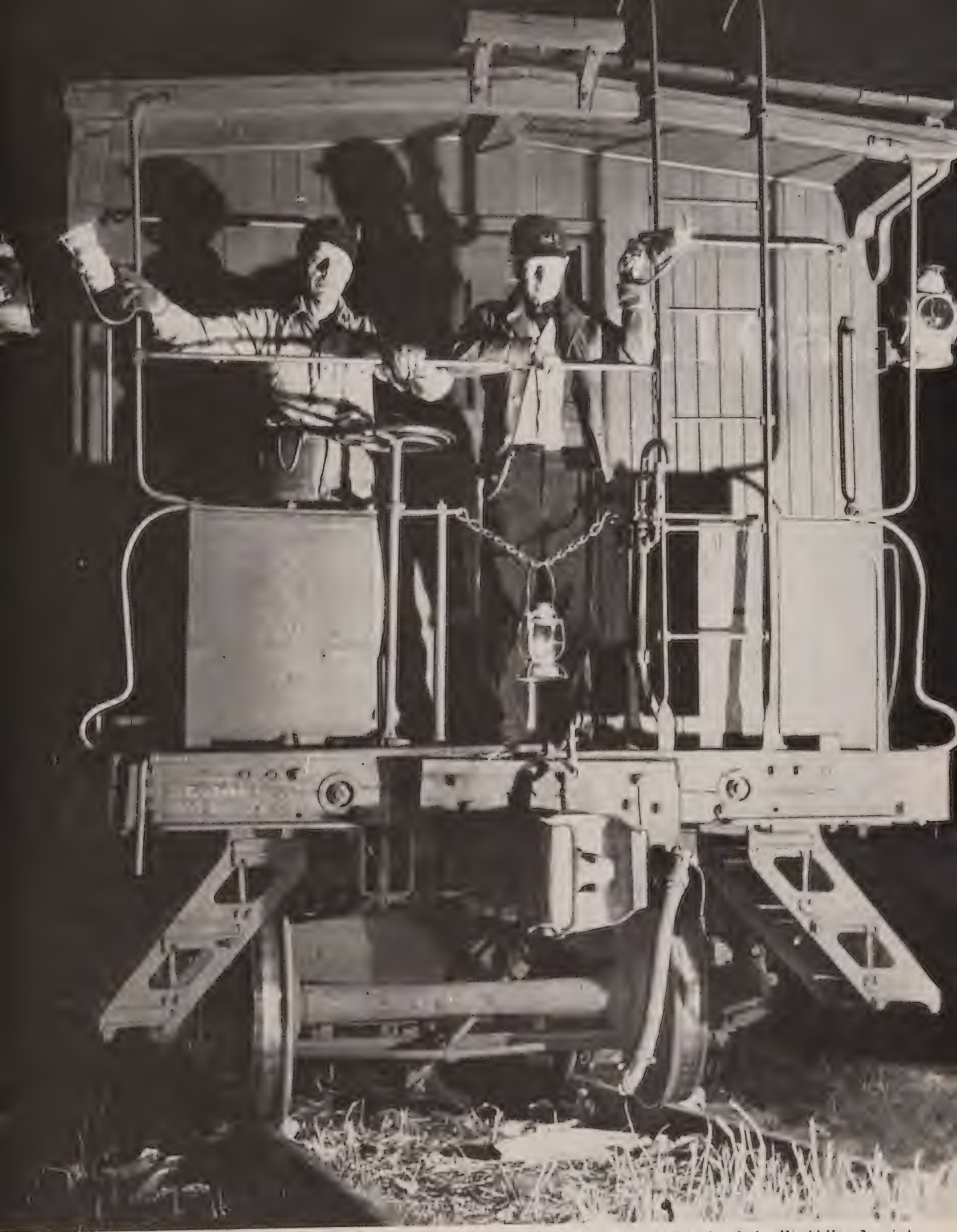
Union Pacific photograph

Mule-drawn car on 3-foot gage track used by Grey Lumber Co. at Waverly, Va., under bright winter sun on December 29, 1950.

Photograph by H. Reid

Photograph by Fred Clark, Jr.

We're in the crew car, the last coach on an 18 car Amtrak *Champion*, April 12, '74, as train made a northerly turn thru wye, and is now easing back toward the main, last car first in its approximate 2-mile journey backward to Tampa, Fla., Union Station.



A study in night railroading from rear end in Gulf, Mobile & Ohio's Beauregard Yard, Mobile, Ala., during World War 2 period.

In the Imperial Valley, SP's Fruit and Vegetable Empire

Jeep-load of carrots will be taken to Heber, Calif., to be stored aboard iced perishable blocks on the Southern Pacific for eastern markets. This vegetable is shipped without tops to save freight costs. Some 80 years ago Espee's now pocket-size vegetable empire was considered uninhabitable for man or beast. In fact, it wasn't until around 1902, several years after the Calif. Development Co., which the SP was to inherit, brought the first irrigation water in. Branch from SP mainline at Niland sparked Valley's growth.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

Poking its headlight into the open hack door like some scene out of a late night TV science fiction movie, Penn Central GP-9 No. 7343 idles near old Pennsy depot on Summit St., Toledo, Ohio, in '75.

Carry your bags, sir? Heather Csapo, 24, has become the first regularly assigned female sleeping car porter on CNR's Great Lake Region, possibly first in Canada.

Canadian National photograph

Dave Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9

British Columbia Provincial Museum loco 3716, *Port Coquitlam*, a CP class N2 Consolidation, prior to first run in June '75, when she hauled passenger train carrying Premier of B.C. to Coquitlam round trip. Later, she pulled museum train.

Has Any Steam Fan Seen a Larger Smoke Plume?

Some 600 Eastern Seaboard railfans enjoyed this trip over New York & Long Branch R.R. on Dec. 6, '75. Ex-Florida East Coast 148, now of Whippany River, shown hauling 9 CNJ coaches on photo run-by at Oceanport, N.J.

Stephen D. Maguire, Box 51, Belmar, N.J. 07719

A Story to Read to Your Small Children

THE ROUNDHOUSE CAT

by Freeman Hubbard

From book, "The Roundhouse Cat and Other Railroad Animals," (c) 1951 by Freeman Hubbard

TOM WAS no ordinary black cat. He hadn't a white hair on his whole body. He never saw a kitchen, never climbed a back-yard fence, never slept in a barn, and never poked his whiskers into a garbage can. Tom was a railroad cat. He was born in the roundhouse where the engines are kept.

All day and all night his ears were filled with the rumble and roar and clank of trains, the *ding-dong* of engine bells, and the shrill blasts of engine whistles. He loved smoke and steam and coal dust. These sounds and smells were part of his life.

Often he sat in the freight house nearby and made believe he was dozing. Secretly, though, he was watching the men as they loaded one boxcar after another with crates of fancy red apples, milk cans, or maybe boxes of fish. These products drifted down the conveyer belt from the old freight shed into the cars that stood on the sidetrack waiting to be filled. Tom never tired of looking at it with his slanted yellow eyes.

In common with all healthy cats, Tom was fond of mischief. One afternoon, just for fun, he mounted the conveyer belt and rode it down into a car. He purred with delight. This was his first ride. It pleased him so much that he quickly went back to the loading platform for another trip. He did this again and again.

After that, when Tom wanted to have fun, he amused himself on the freight conveyer. The men employed there grinned at his antics. Others came from all over Junction Town to see the sport. One fellow brought a camera and snapped a picture of Tom taking a ride. This picture was printed in the Junction Town *Daily News*. The men were proud and happy to see it.

From that day on, Tom owned the freight house. Whatever he did was all right with the men. Tom knew it, too. Sometimes he purposely lay down on the busiest spot of the loading platform, but instead of shoving him aside the men let him stay. They moved themselves out of the way.

"Watch it, Tom!" they would call; or, "Here we come, Tom!"

Tom found the smell of fish exciting. When sea food was being loaded, he meowed and rubbed against the railroad men's legs. Once in a while he was lucky. A man would toss him a fish from a broken box. Tom would seize it in his jaws and vanish behind the freight shed. This was the last that would be seen of him for the day, but early the next morning he would show up again as usual.

One hot July afternoon Tom sprawled out lazily in the shade of the loading platform. The men sweated over their work. Tom felt at peace with the world. He was too drowsy to heed a bluejay that scolded him from a dying spruce tree beside the freight house. But when a chipmunk made a flying leap down that same tree—a swift streak of brown and black—Tom sprang into action.

The chipmunk landed on the conveyer belt and rode into a boxcar. Quick as a flash, Tom followed. Things happened so fast that none of the men noticed either the cat or the chipmunk. Someone shut the car door and sealed it with a metal tag. Tom was locked inside!

A SWITCHING ENGINE backed into the car and pulled it across the railroad yard to a freight train that was almost ready to leave. Tom gazed around in the dusty darkness. He saw only boxes and barrels. These were packed so close together that he had little room to crawl between them.

He hated to be locked up. It made him angry to be bumped and jolted when the car was coupled onto the train and the train began moving. He uttered a loud wail. It was drowned out by the hum of rolling wheels and the clank of couplers. For a whole hour he yowled and yowled, but nobody heard him. At length he curled up on a barrel top. There he fell asleep to the lullaby of wheels clicking over rail joints.

For a day and two nights Tom stayed in that car as it rolled on and on and on. Once in a while it stood still on a sidetrack. Tom meowed again and again. Nothing happened. Tom felt outraged. All he could do was glare at the inside of the dusty old boxcar.

Mr. Chipmunk kept safely out of reach. Tom often heard him pattering and scratching around the car. He hardly ever saw the small brown and black animal, and the passageways were too narrow for the twelve-pound cat to follow. Even so, there was one advantage in having Mr. Chipmunk as a fellow passenger. Tom was not alone. He enjoyed matching wits with the cunning little beast, always hoping to catch him of guard. That helped him to forget he was hungry.

Meanwhile the train rumbled across the broad prairie. It chugged up into the foothills. It climbed the mountains. It clattered over bridges, through black tunnels and snowsheds, and finally stopped at a station.

Tom, who had seen none of this landscape, was quite discouraged. When the train halted, he heard voices outside his car and gave forth a piteous wail. Then he clawed at the door. He was tired of being locked up in the darkness. So he kept meowing and scratching until help came.

An engineer named Mr. Rayburn was passing the car on the way to his engine cab, when he heard the unhappy cat. He paused and called; "Here, kitty, kitty!"

Tom wailed louder than ever.

"Just a minute!" called the engineer. "I will get you out."

Pretty soon the door slid open, letting in a shaft of sunlight and a rush of clean mountain air. At the same time the chipmunk leaped out and scampered away. Tom blinked and sniffed. Then he left the hateful old car, sliding down the side of a barrel into Mr. Rayburn's arms.

The engineer stroked his thick black fur. Tom purred and poked at the man's face with a velvety paw as if to say, "Thank you." Mr. Rayburn found a metal tag attached to a collar on Tom's neck. He read the words engraved on it: *TOM, Western Central R.R.*

"So your name's Tom and you're a railroad cat? Well, the Western Central is a big road, but some day we will learn where you came from."

Tom licked the man's hand with a rough tongue.

"I guess you're hungry." The engineer opened his lunch pail, took out a sardine and tomato sandwich, and set it on the ground. Then he got Tom a pan of water from the station.

"Who locked you up, anyhow?" he said when he returned. "Were they trying to get rid of you? Well, you're coming along with me now, if you don't mind riding in an engine cab."

When the cat finished his meal, Mr. Rayburn strode toward the engine, whistling for the cat to follow, and Tom trailed after him. He had never before ridden in an engine cab. But he had seen plenty of them and heard them and smelled their smoke and grease. So he was wise in railroad matters. Soon he felt very much at home on the engineer's seatbox. It thrilled him to look out the window as the scenery flashed by.

There were snow-capped mountain peaks, silvery winding rivers, tiny stations, and a few scattered towns. Wildflowers bloomed beside the track. Tom had come from Junction Town, which lay in flat country. He found mountain life new and exciting. He was happy.

Not even the harsh clang of the fire-

Photograph by Edward J. Wojtaz

door annoyed him when the fireman closed it after shoveling coal into the red-hot firebox. Tom gazed about with lively curiosity. His purring was lost in the deep throb of the engine's driving wheels. On, on they went.

At length, as they thundered across a wooden trestle, Mr. Rayburn said to the cat; "We're almost home now. This is Big Muddy Creek. Three miles more and we reach Coalburg."

COALBURG, at the end of his run, was a railroad town in a valley. When they reached the station, Tom sprang out of the cab. He was hungry. He sniffed his way across the station platform to the lunchroom. The smell of food was most inviting. Tom stood outside the door and meowed.

Mr. Rayburn heard the meow. He went into the lunchroom and the cat followed. Then he bought two plates of beef stew. The man-size one was for himself. And a half-size one he set down on the floor for Tom. After the meal, the cat cleaned his face with his paws and purred his thanks. But he refused to go home with Mr. Rayburn. Instead, he strolled over to the Coalburg roundhouse, where he spent the night. He had been born in a roundhouse and he felt very much at home there.

At noon the next day, when Mr. Rayburn reported for duty, he was surprised to find the cat in his cab. "Hello, Tom!" he greeted. "So you want another ride, eh? All set to go?"

The cat gave a glad meow. Mr. Rayburn patted his head. For the next three weeks, on one trip after another, Tom rode in Mr. Rayburn's engine cab. Each night he slept in the Coalburg roundhouse. Soon everyone knew him as Mr. Rayburn's Roundhouse Cat. The weather was hot and dry, the sky cloudless. Tom had the time of his life. The engineer always took enough lunch along for them both and always bought supper for Tom in the lunchroom.

Then came rain. For three days a heavy storm lashed the mountains. It made the rails slippery. It spotted the track with shimmering pools and flooded the creeks to the danger point. Big Muddy Creek, just outside of Coalburg, became a wild foaming river. Most cats like to stay home in such weather, but not Tom. He rode with Mr. Rayburn, as usual.

The storm ended on the third night. Thick white fog hid Mr. Rayburn's black engine. It seemed to smother the great electric headlight. The engineer could not see more than a few yards ahead. He was not quite sure where he was, but he knew they would soon come to the bridge over Big Muddy Creek. He planned to run very slowly over that bridge, because the creek was badly flooded.

The huge engine drove ahead in the foggy darkness, rocking a bit from side to side. Tom was hunched on the seatbox just behind the engineer. Suddenly he let out a long piercing wail. Mr. Rayburn glanced around to see if the cat was hurt in any way. Tom was not hurt, but he kept on yowling. His eyes were twin balls of fire.

"Cut it out!" ordered the engineer. "There's nothing the matter with you."

"That cat is spoiled," said the fireman. "He gets too much attention."

In reply Tom snarled like a wildcat and clawed at the engineer's sleeve. Mr. Rayburn was startled. He and the fireman tried to quiet the frantic beast, but in vain.

"There's something queer about this," Mr. Rayburn said. "Tom never acted this way before. I'm going to see what's up."

He shut off steam and set the brakes. The train skidded to a stop and Mr. Rayburn swung down from the cab. When he reached the ground, he uttered a cry of alarm. The fireman piled off after him.

Neither spoke. The two men were standing on the bank of Big Muddy Creek. They gazed with pale faces and thumping hearts as Mr. Rayburn pointed. *There was no bridge!* The flood had washed it away!

After a while the conductor and brakeman came up in the murky darkness to see what was wrong. Mr. Rayburn was trembling.

"Fellows," he said hoarsely, "the cat saved our lives!"

The conductor gasped. "What do you mean?"

"I mean," said Mr. Rayburn in a tight voice, "that Tom started howling just before we reached this spot. If he hadn't acted so crazy—well, I would never have stopped in time and we might all have been drowned."

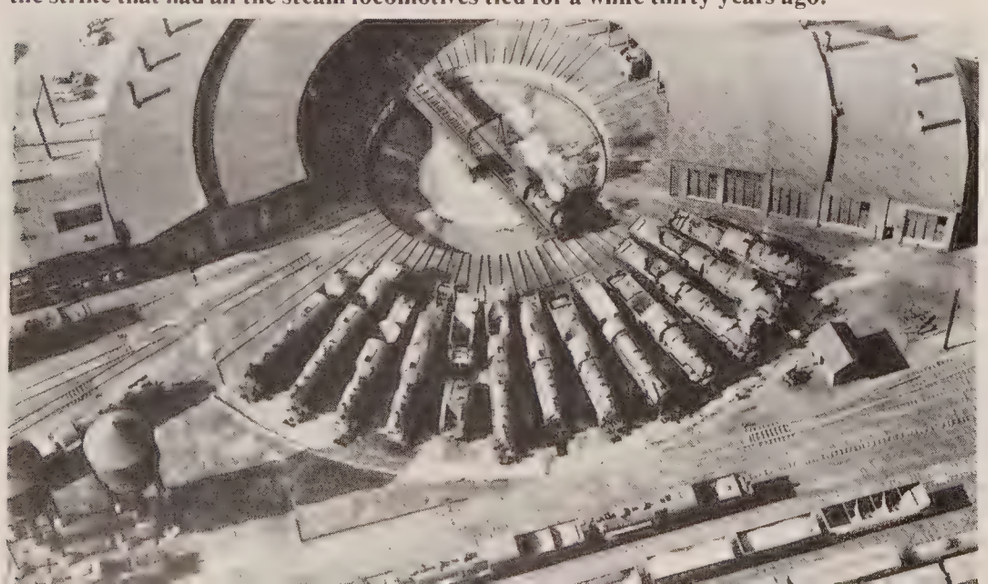
"He knew the bridge was down?"

"Maybe he did. I don't know. Cats have a very sharp sense of hearing. Maybe he could tell from an odd change in the sound of our wheels rolling over the rails that the track was broken off at the river bank."

Thus the roundhouse cat became a hero. His old friends back home in Junction Town, who had wondered what became of Tom, read about him in the *Daily News.* The newspaper mentioned the name tag on his collar. It was a great day at the roundhouse and the freight house. The men wrote a telegram to Mr. Rayburn and they all signed it. They all wanted Tom to come back to Junction Town.

Pretty soon Tom was on his way. The freight conveyer belt was waiting for him, and the old freight house was trimmed with flags and streamers. He had as many sardines as he could eat. Nothing was too good for the cat that had saved a train. •

Tom would have felt right at home in this Pennsy roundhouse at Newark, N.J., despite the strike that had all the steam locomotives tied for a while thirty years ago.



STEVE MAGUIRE'S

TRANSIT TOPICS

NEW ORLEANS trolley No. 453, on display for several years after being given to the Louisiana Tourist Development Commission, a state agency, is now sitting back disconsolately alone in the far end of the French Market parking lot. So says Wilbur Golson, one of this magazine's *Interesting Railfans,* 1324 Marque Ann Dr., Baton Rouge, La. 70815.

This is the last of many deck-roofed New Orleans trolleys. It made news recently when its plight was publicized throughout the nation. Many persons and museums asked if it could be purchased. The answer is in the negative, but there appears to be no present plans for the car. It used to have an attendant, but now is closed, with doors boarded up. The car had served for many years in training new motormen and remained indoors, which helped to keep it in good condition over many years.

DELAWARE RIVER Port Authority's PATCO line between Philadelphia and Lindenwold, N.J., was to have been the location for a long period of test operations by a State-of-the-Arts rapid transit train that had traveled around the country making test runs on existing rapid transit lines for a couple of years. But plans for running it on the PATCO line have been suspended because the relatively new train has developed serious operating difficulties with the motors, defective gear boxes, and signal controls.

The Port Authority's projects committee proposes a downtown loop of the PATCO line to Lindenwold to replace the present stub end terminal at 16th and Locust streets. According to Lu Cummings of Lancaster, Pa., the loop would carry 10,000 passengers daily. It would diverge from the present route on the Pennsylvania side of the Benjamin Franklin bridge and run under Arch Street to 16th, where it would turn and connect with the present end of track at Locust Street. If backed by the DRPA and the states of New Jersey and Pannsylvania, it would also need UMTA approval to aid in the estimated $11 million cost. The job could be completed by 1980, assuming there are no delays.

LONDON'S SUBWAY is expected to have a direct connection to Heathrow Airport before the end of next year. In July a two-mile extension of the Underground was completed from Hounslow West to the new Hatton Cross station on the perimiter of the airport. The rest of the extension will be an additional 1½ miles, the total cost being the equivalent of $60 million in U.S. money.

New Orleans display car 453 in French Quarter in front of old U.S. Mint building. Destination sign name from Tennessee William's play, *"A Streetcar Named Desire."*

Photograph by Wilbur T. Golson

Carlton Reed, Delaware River Port Authority

To encourage Christmas shoppers to ride the Lindenwold-High-Speed Line between Philadelphia, Pa., and Lindenwold, N.J., the management hired Santa's helpers in costume, Vanessa Else (left) and Barbara Fine, to greet passengers in mid-December.

Boeing Vertol's first Light Rail Vehicle—the first streetcar/trolley type vehicle to be built in the U.S. in more than 20 years—is loaded on a flatcar at the company's plant in suburban Philadelphia, Pa., for shipment to Boston, Mass., for a nine-week test on the Massachusetts Bay Transportation Authority's "Green Line." These LRV cars could very well be the answer for the return to popular use of trolley cars.

CONSTRUCTION of a new expressway loop around downtown Mexico City will cause about six miles of the rail system there to be taken up, writes Luis L. Torrealba, Panama 706, Mexico 13, D.F. Claiming that Mexico City has the worst smog problem anywhere, Luis mourns the loss of rail service along Baja California and Primavera avenues, also on the new Juanacatlan line, where track was installed only in 1969.

LAST month we reviewed a new book, *Stampede City Streetcars,* a story of the streetcar system in Calgary, Alberta. After abandonment of the line, car No. 14 was kept for preservation, but over the years the unprotected antique fell a victim of exposure. More recently, someone decided to build a short operating line at nearby Heritage Park. For the purpose, an entirely new body was built upon the frame of the 14, very much like the original. Parts for it came from a Toronto sweeper. The revamped car was expected to be ready to run soon. Who can tell us the present status of this project?

ILLINOIS CENTRAL GULF will soon get 35 new Highliner doubledecked m.u. cars to replace the last old equipment in its sub-

William Moedinger, Strasburg Rail Road, 1835 Pioneer Rd., Lancaster, Pa. 17602

Looks like a trolley graveyard, which, in a sense, it was shortly after abandonment of the Conestoga Traction Co. line. Cars are lined-up, back-to-back in one big tangled huddle in and out of the old barn in Reedsville, located not far from Lewistown, Pa.

Big City mass transit operations select stainless steel for safety reasons, according to Allegheny Ludlum Steel Co. It has high impact resistance, and in case of fire there is no danger of fumes from stainless. Stainless is also high resistant to destruction or marring by vandals, making it ideal material for seat backs. Cost of stainless material is 3% of the total cost of the car.

urban Chicago service, due to an award by the Chicago South Suburban Mass Transit District decision. Steve Scalzo of Chicago tells us that a contract for the new cars has been given to Bombardier-MLW-Worthington, Ltd., of Montreal, for the low bid of $756,440 per car, or $27.2 million for the entire order.

These cars are being built at the Bombardier plant in La Pocatiere, Que., about 220 miles northeast of Montreal. Engineering and associated work will be done at the firm's Montreal and Valcourt, Que., facilities.

In field of mass transit equipment, the company is now building self-propelled electric cars for the Montreal subway system. Its MLW Division is the third largest builder of diesel-electric locomotives in North America. The company is also part of a consortium of three Canadian firms which has developed an inter-city passenger train concept, the LRC (Light, Rapid, Comfortable).

EAST TROY Trolley Museum has been operating again since late last August, using the 5-mile track between East Troy and Mukwonago, Wisconsin. The relatively late start of its season was due to the financial reorganization and restructuring of the Wisconsin Electric Railway Historical Society, its parent organization. New officers and directors were elected after the previous officers resigned. Earlier problems of this museum, particularly an adverse jury verdict in a fatal accident case, appear to have been solved. Extensive plans for advertising and promotion have been designed to bring back potential riders who were disappointed to find the operations suspended most of last summer.

FANS interested in the Chicago, Aurora & Elgin, which was abandoned nearly two decades ago, should join the new CA&E Railroad Historical Society, 836 Fifth St., Aurora, Ill. 60505. This organization will publish historical and technical data sheets covering all facets of the line, its subsidiaries, and connecting roads. The charge is $7 for the first 25 sheets. You can get a bro-

R.E. Ruffell, 2-Victoria Villas, Little Sandhurst, Nr. Camberly, Surrey, England

(Top) Blackpool Corp. trams 681 and 671 at Talbot Square on July 31, 1973. (Lower) One-man car No. 9 arrives at Talbot Square, Blackpool, England, in September, 1975.

Photograph by A. Stevenson

Winona R.R. interurban 50 northbound at Leesburg, Ind., about 1913 with steeple cab freight motor showing in distance. Copy neg. from C.W.J.'s glass plate collection.

C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825

chure and application blank by writing the Society.

WERE you among the million-plus TV viewers who saw, last fall, either of the two great old feature movies in which streetcars played an important, but brief, part? We mean *A Streetcar Named Desire,* by Tennessee Williams, and one which Soviet authorities frown upon, *Doctor Zhivago.* The latter also contains some of the best steam rail action sequences we have ever seen in a photoplay. *Doctor Zhivago* deals unfavorably with Russia, and for obvious reasons was not filmed in the Soviet Union. Its car is 105. The trolley in the other film is a good close-up of New Orleans Public Service No. 922. However, in all the publicity we saw for the Tennessee Williams play a different car, No. 832, was pictured.

THE SOUTH SHORE Railroad may renew proposals to discontinue commuter service to Indiana cities east of Gary, Joseph Sjostrom reports in the *Chicago Tribune.* The line's president, Albert W. Dudley, said moves to discontinue service are being considered because Porter, La Porte, and St. Joseph counties have taken no action to help the railroad ease its growing deficit from commuter operations, estimated at $2.3 million for 1975.

The South Shore Line operates between Chicago and South Bend, although about 85 percent of its 7,000 daily passengers ride between Chicago and Lake County stations at Gary, Hammond, and East Chicago. Communities east of Gary served by the railroad include Beverley Shores, Portage, and Michigan City.

The Indiana Legislature enacted a law in 1974 permitting counties to set up transportation authorities which could operate commuter services or provide assistance to existing commuter lines. Lake County is the only one in the area served by the South Shore Line which has established such an authority.

"There are indications that the Lake County authority wants to do something to ease the deficit," Dudley stated, "but Porter, La Porte, and St. Joseph counties have done nothing."

He said the railroad may ask the Indiana Public Service Commission for permission to discontinue service east of Gary. We thank Anthony M. Slawniak of Chicago for passing this news on to us.

Transit Publications

A GOOD SOURCE of transit news in the New York Metropolitan area is *Notes from Underground,* the regular publication of the Committee for Better Transit. Inc. Here are a few recent items culled from it:

New York City subway ridership is lower today than it has been at any time since 1918, when the city's population was only five and a half million. (Present population is nearly eight million.)

Forty percent of American public transit users are in the New York City area, but the New York City area receives only 17 percent of Federal public transit spending.

The proposed fare structure for the Washington Metro may make it the world's costliest transit system. Rush hour fares would be set at 30¢ for the first mile and 10¢ each additional mile; off-peak rates would be 25¢ and 5¢, respectively. Mileage would be figured by the average of the airline distance and the rail distance between stations. For the first 4.6-mile segment scheduled to open by February, there would be a flat fare of 55¢ during rush hours and 40¢ at other times.

Among the future plans of Chicago's Regional Transportation Authority are the sale of universal commuter passes which would be $10 more than the price of an unlimited-use monthly rail ticket and would entitle the buyer to use Chicago Transit Authority and suburban buses; and the development of an annual-pass system providing for unlimited use of CTA buses and trains and suburban buses for $100 a year plus 10¢ a ride.

CBT's address is Box 3106, Long Island City, N.Y. 11103. Readers should ask for membership rates according to class, including a subscription to *Notes From Underground.*

RECENT copies of the National Railway Historical Society's *Bulletin* have contained well-illustrated historical coverage of old traction lines, Vol. 40, No. 4, issued last summer, contains a 29-page story of the *Williamsport (Pa.) Railways,* by Naomi Woolever and Lewis L. Hoy.

Vol. 40, No. 5 contains 13 pages on the *Newport & Providence Railway,* by Donald M. O'Hanley. This line ran from Newport, R.I., to Bristol Ferry, where it connected with electric trains of the New Haven's Providence, Warren & Bristol branch. This is the first time we have seen a story or even a photograph of that road. It was one of the few small lines of the area that never came into the large Bay State Railway system.

The NRHS *Bulletin* comes with membership in the society. We do not believe copies are sold separately. Membership dues are $5.50 annually. Contact Nelson W. Bowers, 3325 Sylvan Rd., Thorndale, Pa. 19372.

British Tramway Guide, by P.H. Abell, 66 pages, 6x9", soft cover, sells at $3 from the author at 4 Chatsworth Rd., Totley, Sheffield, England S17 3QH. This is a complete president-day coverage of all traction lines, museums, and trams preserved in Britain, with a story of each operation, detailed roster of equipment, and 18 full pages of photos. If you intend to visit England, don't fail to get a copy of this helpful manual.

A NEW *Subway Environmental Design Handbook: Principles and Applications,* Vol, I, has been issued by the U.S. Department of Transportation's Urban Mass Transportation Administration. Based on documented research in big cities, it could aid subway planners, designers, and operators in cutting construction costs. It covers methods for comfort, ventilation, and other control systems, plus a bibliography. Typical of bungling bureacracy, UMTA's press release about this handbook did not state how many pages it had, page size, nor whether or not it is illustrated. Price is $4.65 from the Superintendent of Documents, U.S. Govt. Printing Office, Washington, D.C. 20402. Stock number is 050-014-00005-3.

SEND all transit news direct to Steve Maguire, Box 51, Belmar, N.J. 07719. •

IN SEARCH OF STEAM

Mike Eagleson

BICENTENNIAL-DECORATED diesel locomotives are not unusual, with 20 or so roads having their own design variations. But a Bicentennial steam engine is big news. No, I don't mean former Reading No. 2101, which had the first turn wheeling the American Freedom Train, nor even the handsome ex-Southern Pacific Daylight No. 4449, which has been making headlines on that train west of the Mississippi. I do mean a standard-gage steamer on regular service in a dramatic red-white-and-blue paint scheme.

Beaunit Corp. of Elizabethtown, Tenn., presented its 0-6-0 "fireless cooker," No. 1 to the Bicentennial activities, reports D.W. Loudermilk, Jr., of that town. The gala-hued steamer created such fanfare that on October 11th and 12th Beaunit let her haul three Southern Railway sightseeing cars. She made seven four-mile round trips between Elizabethtown and historic Sycamore Shoals. Overflow crowds showed up for each trip and many prospective passengers couldn't board the limited-capacity train. Such is the drawing power of steam, even *fireless* steam!

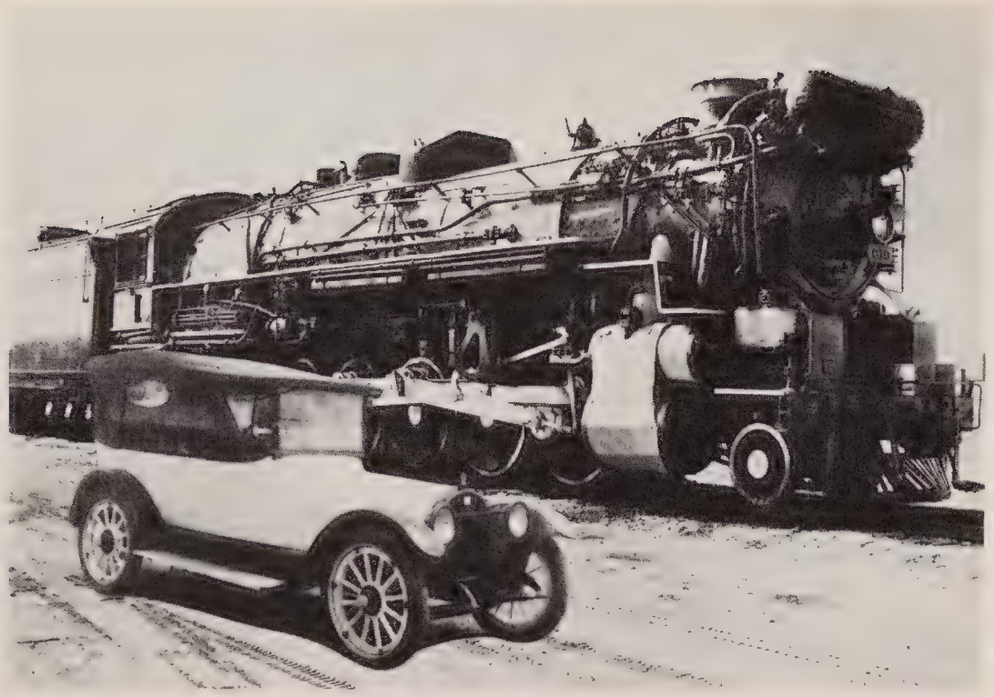
As for the 4449, according to Richard L. Schmeling,3801 S. 40th St., Lincoln, Neb. 68506, when she was inspected at Omaha excessive flange wear turned up. So last September 9th the Freedom Train had to be sent west behind unromantic diesel power, while Union Pacific Shops in Omaha repaired the Daylight type. Cutting bars were installed on her drivers and a switcher pulled her back and forth until the flanges were restored.

At length, on October 12th the streamlined 4-8-4 rolled westward, double-headed behind Union Pacific 4-8-4 No. 844. The Omaha Shops had just completed repairs on the 844's valve cage, which was damaged on a fantrip last winter. The two engines hauled the AFT baggage-dormitory-tool car, a UP business car, ten UP boxcars (added for braking power to permit a 45-mph speed on the movement) and a UP caboose.

The UP 4-8-4 led the parade because she was equipped with cab signals for the mainline, while the Daylight was not. Inspired by the beautiful AFT colors, the UP put a crew to work the night before the departure to wax and buff the black coat of paint. You could almost see the reflections of automobiles in the motorcade on U.S. Highway 30 that parallelled the special as it moved majestically across Nebraska prairie land.

A cold autumn rain was falling last October as these two unposed girls cut short their wet bicycle trip at Fernald's Crossing, hoping to board Wolfeboro (N.H.) R.R. eastbound train pulled by Baldwin Prairie 250. Day ended happily in dry coach.

Richard W. Symmes, 16 Frankwood Ave., North Beverly, Mass. 01915



Ex-Texas & Pacific 2-10-4 No. 610, now being restored at Ft. Worth, Texas, by the 610 Historical Foundation for use on a portion of American Freedom Train this year.

PENNSYLVANIA's State Railroad Museum at Strasburg was officially dedicated last September 9th by Governor Shapp. Located on Pennsylvania Route 741, the Museum is opposite the steam-powered Strasburg Rail Road. Nineteen noteworthy old steam locomotives are housed in a newly-fabricated viewing hall. Occasionally some are pulled out in the open and displayed around a 100-foot operating turntable with 18 radiating tracks for photography.

The museum is open May through October, weekends 8:30 a.m. to 5 p.m. On Sundays and holidays, an 11 a.m. opening. The rest of the year, you can visit it only Wednesdays through Sundays. Admission is a nominal 50¢ for adults, 25¢ for children. Kids under 12 and senior citizens get in free.

THE PENNSY'S K-4s class 4-6-2 No. 1361, long displayed at Horseshoe Curve west of Altoona, Pa., recently received a new coat of paint. We all hope some day an operating steam group will make the City of Altoona an offer they can't refuse, and restore her to mainline service in the form of excursions.

WILL someone please tell me what has been done with 2-8-0 coalburner No. 38 of the Livonia, Avon & Lakeville, headquartered at Livonia, N.Y.? Has the road halted steam operation permanently? No. 38 had been shopped for repairs costing about $11,000, but returned to work last July. Then in September she developed boiler trouble and was pulled out of service again. Thomas C. McTighe, Jr., vice president and chief engineer of the LA&L, said she'd have to be inspected prior to a decision on whether or not to retire her now.

This engine, the *Commander Peter Barry*, was named after a former mayor of Rochester, N.Y. Baldwin built her in 1928 for the Huntington & Broadrop Mountain in Pennsylvania. While working for the LA&L she pulled 45 excursions.

My information comes from G.V. Brady, Box 204, Attica, N.Y. 14011, whose father, Peter Brady, retired as a conductor in 1927 after 53 years on the New York Central, having begun as a gandy dancer. Back in 1917, Peter was lamed when a heavy snowdrift derailed his train enroute from Batavia to North Tonawanda, N.Y., killing engineer James J. McCulley. At that time he limped painfully for nearly two miles through the snow to summon help.

WE ARE FOLLOWING with lively interest *Project 1225*, the 4-page illustrated newsletter of the Michigan State University Railroad Club, MSU Museum, East Lansing, Mich. 48824. Issue No. 31 tells in text matter and pix of a big day, Oct. 5, 1975:

"This date marks the completion of the first and most laborious part of the restoration of 1225. The firing of the locomotive assures the soundness of the work performed so far, and is certain to increase the momentum that the project has acquired. But most immediately, though, the fire-up gave everyone a chance to experience a preview of our ultimate goal in the sights, sounds, and smells of an engine under steam.

"The week before the firing, several tons of coal were shoveled out of the university's power plant pile and into a pickup truck. A grain elevator solved the problem of raising it 14 feet into the tender, and the noisy, tractor-operated coaling-up process attracted a crowd of curious passersby. Three days were required to fill the tender with water, which gave us a chance to check the 22,000-gallon tank for leaks.

"The sight of a bunkerful of coal seemed almost unnatural to members accustomed to seeing a vacant space, and this was the first of a series of changes that turned the engine from a static exhibit into a living device.

"A final hydrostatic test was performed to test a recently-installed staybolt. Later, the boiler was drained until half a glass of water showed. The safety valves replaced the solid testing plugs, and final connections made to the blower and stoker engine. The smokebox door was shut, and its hold-down nuts tightened. The air valves that operate the whistle-valve and firedoors were connected to our stationary air supply, in the absence of the engine's own air system.

Saturday was spent in making final preparations, and in laying fire on the grates. Wood was placed on top of a bed of coal, and everything soaked with oil. After working into the evening, the crew returned early Sunday morning to light the fire. Sam Williams threw a burning fuse into the firebox at 4 a.m. and within a few minutes dense oil and wood smoke was rising out of the stack . . ."

The details which followed are equally interesting and informative, but we haven't space to reprint them here.

INDONESIAN steam railroading was presented as a slide-lecture by Ed Graham, vice president of the Central Coast Chapter of NRHS in the meeting room of the Santa Clara, Calif., public library last November 21st. Indonesian State Railways still use a considerable variety of steam power. Ed photographed more than 20 different wheel arrangements, including coal, oil and wood-fired locomotives. Some of the types seen in the program were 2-4-0 and 2-4-2T woodburners; modern Krupp 2-8-2's; coal-burning 2-12-2T's, and 2-6-6-0 Mallets (maybe the last mainline Mallets on earth. Also covered were several sugar and palm oil plantation lines which use small Mallets.

BRITISH RAIL NEWS reports that the first exhibit to arrive at Darlington's new North Road Station Museum is a 90-year-old loco in immaculate condition. (That name *Darlington* should ring a bell with you, inasmuch as the Stockton & Darlington was England's—in fact, the world's—first passenger-hauling railway.)

Brought by highway from the National Rail Museum in York, 2-4-0 *Tennant* locomotive No. 1463 arrived on schedule—but getting her into position alongside the down platform proved a delicate operation. One of 20 similar engines built at Darlington and Gateshead in 1885, the *Tennant* worked the main East Coast expresses and covered 1,343,616 miles before being withdrawn in August, 1928. A day after 1463 arrived at North Road came one of the

CCC&StL (Big Four) 7104 at Goshen, Ind., about 1913 from glass plate in collection of C.H.J. Note in U.S. Mail wagon standing by.

Collection of C.H. Jernstrom

Southern Pacific photograph

Southern Pacific rotary working hard in high Sierra Nevada Mountains where snow comes early, piles deep, and stays well into spring.

founder engines at the York Museum, 101-year-old 0-6-0 No. 1275.

WHERE are the Union Pacific "Big Boys" (4-8-8-4) now on display? This question is answered by a longtime reader, Lester C. Harlow, 6930 Hyde Park Dr., San Diego, Calif. 92119. Of the 25 such locomotives built, 8 are preserved and may be seen as follows: 4004 at Cheyenne, Wyo.; 4005 at Denver, Colo.; 4006 at St. Louis, Mo.; 4012 at Bellows Falls, Vt.; 4014 at Pomona, Calif.; 4017 at Green Bay, Wisc.; 4018 at Dallas, Texas, and 4023 at Omaha, Neb. The Union Pacific Challenger No. 3985 (4-6-6-4), predecessor of the Big Boy, is displayed in Cheyenne.

QUERY from John Lefer, 240 Trismen Ter., Winter Park, Fla. 32789. "We want to build a railroad museum as a tourist attraction near Disney World, Fla. Where can we find several old steam and electric locos, also Pullmans and dining cars?"

THIS SIGN is attached to an old 0-4-0 locomotive and tender displayed by the Mariposa County Historical Society: "Please don't mess with me. My fires are cold and my drivers are still. But little engines never die. We just want to rust away with dignity. I earned my rest, I did, more than half a century ago. I pushed, I pulled, and I puffed, and I hauled about $5,000,000 of gold ore in my time, I did. I still like people in my cab, and the feel of their hands on my throttle. But please don't be unkind, and don't scribble on me. I don't want to look like a clown at my age."

We didn't mention the location of this engine so as to protect her from vandals.

REBUILDING is well under way on No. 610, a former Texas & Pacific 2-10-4, for use on a portion of the Southwestern leg of the American Freedom Train's tour. David Pearson of Fort Worth, Texas, engaged Dick Jensen of Chicago, to assume responsibility for the giant restoration project. The Texas type cost $106,000 new in 1927. Dick estimates that today it will run around $100,000 to return her to service, even with plenty of volunteer help.

In 1951, W.G. Vollmer, then president of the T&P, presented the 2-10-4 to Amon G. Carter, a Fort Worth publisher, since deceased. The oilburner had been retired the year before Carter, in turn, gave her to the Southwestern Exposition & Fat Stock Show for display beside the Coliseum in Fort Worth. There she was hideously exhibited with the name *Will Rogers* emblazoned on her tender, far overshadowing the proper tender lettering of Texas & Pacific. Time, weather, and the inevitable vandals took their toll. In 1974 the Exposition sold her for a nominal $1 to the 610 Historical Foundation, 3500 Hulen St., Fort Worth 76107. Steam fans are looking forward to her break-in run this spring. We hope the Foundation will run at least one trip with her in historically accurate T&P livery.

Nashville, Chattanooga & St. Louis 2-8-0 No. 305 at Wartrace, Tenn., in March '48, on a cold rainy day. Train had just arrived from Shelbyville, Tenn., over branch line.
Photograph by William N. Clark

PLENTY of fantrip activity these days enlivens the South Australian Railway. Four broad-gage steamers pull from 30 to 40 excursions per year, reports Philip Wood, 20 Pioneer St., Seaton Park, South Australia 5023. Locomotives Rx 204 and 207 and No. 621, the *Duke of Edinburgh,* and No. 520, *Sir Malcolm Barclay-Harvey,* run between April and October each year on trips sponsored by the Australian Railway Historical Society. The group pays for maintaining the two Ten-wheelers and one 4-6-2 and one streamlined 4-8-4 in good working order. The Society spent $3,000 last April to have No. 520 repainted in its original Hawthorn green livery with deep cream outlining.

Another preservation group has been formed in South Australia, but further north, called the Pichi Richi Railway Society. It is restoring and operating a 15-mile narrow-gage line through Pichi Richi Pass in the Flinders Ranges. Motive power is a pair of ex-Western Australian Railway W class 2-8-2's and the last narrow-gage South Australian T class 4-8-0, No. 186. The latter is currently being overhauled at the SAR's workshops in Islington at a cost of over $20,000. Additional preservation societies are springing up in every state. It is said that in proportion to its total population, Australia has more restored steam locomotives and enthusiasts than any other country.

New Steam Items

ONTARIO RAIL ASSOCIATION has just released a new 12-inch, 33½ rpm stereo sound recording of the Credit Valley Railway's ex-Canadian Pacific 4-4-0 No. 136 and 4-6-0 No. 1057. The Association restored and regularly operates both engines on fantrips. This album is the best of more than a year of intensive and beautiful steam-recording by Art Green and Clayton Smith, two blind railfans, who have captured the sounds of both locomotives, individually, doubleheaded, and on the train. Quality is superb. Recordings available at $6.95 from Ontario Rail Association, Box 64, Brampton, Ont., Canadian residents, add 49¢ sales tax.

FROM BRIARWOOD STUDIO, 4019 Westerly Place, Suite 111-RR, Newport Beach, Calif. 92660, you can get a set of 4 different lithographed pen-and-ink drawings of SP, UP, and Santa Fe steam power in action. Comprised entirely of tiny dots in a stiple technique, the 8x10″ drawings were done by a noted California artist, Barry Hanson. The portfolio of 4 prints includes a history page and cover and sells for $5.40 postpaid.

IF YOU DIDN'T get to England last year for the Sesquicentennial of the first passenger railroad, you should at least buy a souvenir booklet, *Cavalcade Reflections,* published by British Rail's Eastern region, York, England, at 50 pence a copy, plus postage. This book has 48 pages, 8x8″, thick coated stock, with interesting text matter and 37 large photos. Each picture is sharply detailed and well reproduced. For my copy, I thank one of our magazine's *Interesting Railfans:* Joseph Fox, 4 Heathfield, Holden Ave., North Finchley, London, N12 8HY, England.

SEND steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. When will Grand Trunk open its big new Chicago freight terminal?

You're several months late. The GT Railport, as this $2.7 million intermodal outlet is called, was dedicated and opened last September 16th. The 35-acre facility for handling piggyback trailers and overseas containers is located in the city's commercial district. It makes trailer service available to Detroit and Toronto overnight, to Montreal on the third morning, and to Halifax on the fifth day.

2. When did California Zephyr and Zephyrette service begin on the WP?

Daily in 1949 between Chicago and Oakland, Calif., via CBQ, DRGW, and WP. Discontinued between Salt Lake City and Oakland in 1970. A tri-weekly train which then began operating between Chicago and Ogden was combined with the *Nebraska Zephyr* between Chicago and Omaha. One year later service was discontinued between Chicago and Denver. Part of the old *California Zephyr* line, Denver to Salt Lake City over the DRGW, was taken over by the *Rio Grande Zephyr.* Western Pacific's *Zephyrette* entered service in 1950 on a tri-weekly basis between Salt Lake City and Oakland, using RDC cars. Service ended in 1962.

3. How did Norfolk & Western's 2-6-6-4s compare with their 2-8-8-2s?

The class A 1200-1222, had 24x30″ cylinders, 70″ drivers, 300 lbs. boiler pressure, engine weight of 430,100 lbs., and tractive effort, 104.500 lbs., Numbers 2120-2187, class Y6, Y6a, and Y6bs, 2-8-8-2s, had 25&39x32″ cylinders, 57″ drivers, 300 lbs. b.p., 582,900 lbs. engine weight, and t.e., 152,206 (simple), 126,836 lbs. (compound).

Two types of Norfolk & Western steam power. (Top) No. 2171 2-8-8-2 class Y6b outside Roanoke, Va., shops. (Bottom) No. 1207 2-6-6-4 class A hauling coal train eastbound.

4. Why does Penn Central's station in Waterbury, Conn., have an Italian Rennaisance tower?

This handsome station was sold years ago to a local newspaper. PC only rents ticket-office and waiting-room space in it for CTA Budd car service to and from Bridgeport, and Amtrak Washington-to-Boston service. As to the tower, the story goes that when New Haven Railroad presi-

Tower clock still chimes out hours at ex-New Haven depot at Waterbury Conn.
Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460

dent C.W. Mellon visited Italy he was greatly impressed with the beauty of the Torre del Margia in Siena and decided to have an adaptation of it worked out for the next important New Haven station to be built. The architectural firm of McKim, Mead & White designed it.

5. I'm an engineer on the Clinchfield. What is meant by a "current connection with a railroad"?

A job. Under the Railroad Retirement Act, this is one of the requirements for a supplemental annuity or an occupational disability annuity. Also, a current connection could serve as the basis for certain dual benefit payments to employees with less than 25 years of service or no service in 1975. It also helps to determine which agency, the Railroad Retirement Board or the Social Security Administration, has jurisdiction over any survivor benefits payable on the basis of an individual's earnings. The general purpose is to reserve these benefits for employees whose last regular job before retirement or death was in the railroad industry.

6. Any info on Baltimore & Ohio's water fleet in New York harbor 35 years ago?

Yes. It consisted of seven tugs of from 850 to 1,000 hp, two steam lighters; four steam derrick lighters; one gasoline derrick lighter; 51 covered barges; 18 deck scows; 13 refrigerator lighters; 21 car-floats; two pieces of work equipment; a pile-driver, and a hand derrick—121 units in all.

7. Tell me about Union Pacific's 4-8-4s.

UP put 20 into service in 1937, numbered 800-819, which were among the largest 4-8-4's built up to that time. Coupled to an AAR test train of 16 cars weighing 1000 tons, one such engine attained a maximum speed of 102 mph between Grand Island, Neb., and Omaha on a slightly descending grade. Performance of the series was so satisfactory that in 1939 another fifteen, Nos. 820-834, were delivered to the road. They differed from the first lot in having pedestal-type underframe tenders, also a slight increase in cylinder dimensions to compensate for the application of 80″ drivers as against 77″ wheels for the former series. A third group of ten, 835-844, was added in the fall of 1944. all Alco products, they often hauled passenger trains between Omaha and Cheyenne and Denver, Ogden and Salt Lake City, and Huntington, Ore. The heaviest grade encountered was 1.55% westbound, and the longest run, between Omaha and Huntington. The 844, or 8444 as she is now numbered, is a big favorite with railfans.

8. Words please to "When Figures Fall," by Charles D. Dulin.

The wind blows high 'neath a leaden sky
And the semaphore complains;
The snow flies fast on the stinging blast
That howls above the plains.
The traffic's late, so I sit and wait
Keyed up for an urgent call,
'Cause it makes a mess for the old DS
When his well-planned figures fall.

My wood shack rocks with sudden shocks
That lunge from the zero stream.
I sit here tight on the pulse tonight
There is no time to dream.
It's an eerie line; the taut wires whine
And screech like an irate witch;
The phone is bad; the dim light sad
Down there by the eastbound main.

We ops have been through the thick and thin
On our normal boomer rounds.
We're hit sharp curves with frazzled nerves,
And jumped to selector sounds.
But work I must for this streak of rust,
So there's nothing much to fear.
I'll work with grace in the old storm's face
Till the depot isn't here.

9. Name the electric lines running in Ontario, Canada, at end of World War 2.

There were 13, namely Cornwall St. Ry. Light & Power; Ft. William Electric Ry.; Grand River Ry.; Hamilton St. Ry.; Kitchener & Waterloo; Lake Erie & Northern; London & Port Stanley; Niagara, St. Catherine & Toronto; Oshawa Ry.; Ottawa Elec. Ry.; Port Arthur Civic Ry.; Sudbury-Copper Cliff Suburban, Toronto Transportation Co.

10. What was the early method of treating crossties?

Back in 1833, the chief engineer of the Cayuga & Susquehanna in southern New York State recommended that ties be soaked in a salt solution as a preservative. He had observed that timbers used in the Syracuse salt beds had a long life. Before 1840 the Syracuse & Utica was soaking in salt the piling which was to be driven in a double row to support its track structure. At the same time, the South Carolina R.R. was coating the exposed parts of its woodwork with a mixture of heated tar and oil; and the Northern Central, which laid its track on crossties, was trying to preserve them with a mixture of zinc chloride. In 1867, Union Pacific began giving soft cottonwood ties—cut from the woods along the Missouri River and its tributaries—a treatment called "Burnetizing," described as "infusing" them with zinc salts.

Modern wood-preserving began in 1875 with a treating plant at Pascagoula, Miss., on the Louisville & Nashville, where preservative chemicals were forced into the cullular structure of the wood by pressure. Its purpose was protection from marine wood-borers, this method was soon adopted for ties and other railroad timber.

11. What was the D&NM?

Duluth & Northern Minnesota. Chartered May 31, 1898, it ran track northeasterly from Knife River, connecting with the Duluth & Iron Range on June 30, 1901, a distance of 46 miles. Three years later it was extended another 27 miles. In 1907 it had 9 locos, one boxcar, 20 flat, 290 logging, and 5 passenger cars. Abandoned in 1922.

12. I work for Southern Pacific. Is a Railroad Retirement Act supplemental annuity subject to Federal income tax?

Yes, each year, before March 1st, the Board will send you a form G-1099 showing the amount of supplemental annuity paid to you during the preceding calendar year. You report the amount shown on the form G-1099 on your Federal income tax return.

13. Any specs available for the two 2-8-2's that Baldwin built for the White Pass & Yukon in 1933 and 1938?

Yes, indeed. Nos. 70 and 71 had 17x22″ cylinders, 44″ drivers, 205 lbs. boiler pressure, weighed 145,000 lbs apiece, and had 25,200 lbs. tractive effort.

14. When were the following New York trolley lines abandoned: Batavia Traction Co.; Elmira, Corning & Waverly; Glen Cove;

Kingston Consolidated, and Plattsburg Traction Co.?

The BT went out in 1927; EC&W in 1930; GC in 1924; KC in 1930, and PT in 1929.

15. How long have freight cars been interchanged between U.S. railroads?

Since just before the Civil War; Previously, when freight was shipped from one railroad to a distination on another line, it was necessary to transfer the goods from the cars of one railroad to those of the other. A man in Boston, Mass., by the name of Campbell conceived the idea of running cars through from New York and Boston to Chicago. At first, there were great difficulties in getting the cars over the different roads. Primitive equipment often broke down. Much difficulty arose from the diversity of car designs and their various parts.

Wheel diameters ranged from 28 to 44 inches, car floor height varied, and the couplers were of differing heights and various designs. Master carbuilders of various lines drew up rules for interchange of cars and adopted standard designs and practices in their construction to govern their free interchange and prompt repair. These conferences to the creation of the Mechanical Division of Assn. of American Railroads.

Running Extra

ANSWERING a query, the 150-mile Nevada Northern was incorporated by Nevada Consolidated Copper Co. in 1905 and purchased by the present owner, Kennecott Copper Co., about Jan. '43. Connecting with the Western Pacific at Shafter and the SP at Cobre, the railroad runs nearly due south about 50 miles west of the Utah State line to McGill and East Ely, where the home office is located, ending at Kimberley.

They had 15 locos, numbered between 1 and 81, and nine 2-8-0's built by Alco, numbered 90 to 98. All have been scrapped, except No. 40 (BLW, 1910) and 81, a 2-8-0 (BLW, 1917), which are kept for special trips only. The road now uses diesels and one electric switcher at McGill, with about two miles of catenary.—Donald Robertson, 585 Oakfield Lane, Menlo Park, Calif.

I WANT info, photos, roster, etc., of El Paso & Southwestern for use in a book.—Gordon D. Henning, Box 655, El Paso, Texas 79944.

IS the Edaville the only railroad on which mainline two-foot-gage equipment is used by private owners?—Robert Foot, RD 2, Norwich, N.Y. 13815.

WHO can tell me about the CP&A trolley that ran from Cleveland to the Pennsylvania border? Did it connect with railroads serving Youngstown? Was there ever Pennsy passenger service to northeastern Ohio? Was this same route used by the Lake Shore & Michigan Southern? I'm working on a history of that area.—D. Athanasios Tsekouris, 541 W. 48th St., Ashtabula, Ohio.

WHERE are date-nail clubs located?—Harold Franck, 39 Ferncliff Rd., Morris Plains, N.J. 07950.

The TUCKSEEGEE & SOUTHEASTERN ran from Sylvia to East LaPorte, N.C. It had two Shays and one Climax. Where did they come from? When was this road opened?—Charlie Campbell, 1296 Oaklawn Ave. N.E., Atlanta, Ga. 30319.

ANYONE have a history of London & Port Stanley and of the Ann Arbor?—John Haney, 848 Kipps Lane, Apt. 501, London, Ont. N5Y 4S2.

YOU ARE right about Conn. Co. trolleys of the Norwich-Putnam-North Grosvenordale line using New Haven R.R. tracks. Last day of service was Nov. 30, 1925. In other parts of the state the streetcar company also used NH tracks: on the Meriden-Middletown line, for one. Jointly the NH operated electric service between Middletown and Berlin, the junction being at Westfield. Last day of Middletown-to-Westfield operations was Dec. 4, 1927. Meriden-to-Westfield final day was Sept. 27, 1931. One of the two lines between Hartford and Rockville used NH tracks. Its last day of service was Sept. 28, 1924. The Hartford-Middletown lines using the NH between Cromwell and Middletown folded up in 1930.—Ed Wadhams, Box 2113, Darien, Conn. 06820.

IN RESPONSE to a query, the Central of Georgia never became part of the Illinois Central, which bought nearly all of its stock in 1909. The CofG went into receivership on Dec. 19, 1932. When it quit bankruptcy on July 1, 1948, the old common stock was wiped out. IC had written it off in 1942, taking an $18½ million loss.—David Cameron, box 24328, Los Angeles, Calif. 90024.

WHICH P2 motors or T-3a's were used on the Oct. 1968 *Niagara Special* from Grand Central Terminal to Harmon, N.Y.? Which Penn Central electrics pulled the *Golden Spike Special* into Harmon?—E.W. Ross, 4809 Tonnelle, North Bergen, N.J.

THERE's a minor discrepancy in Aug. '75 issue on using the proper form of train order to authorized sections. Both the Uniform Code and Consolidated Code use the following example: "Engs 20 25 and 99 run as First Second and Third 1 A to Z." If the engine number for which signals are displayed is not known, the following examples are used: "Eng 25 display signals and run as First 1 A to Z. Eng 20 run as Second 1 A to Z." Of course, the example you cited could be accepted practice on a road not using either of those two codes.—David Auestad, 4300 12th Ave., Moline, Ill. 61265.

WANTED: Info on Bermuda Ry. and its equipment. Also a roster of Chicago Tunnel Co. 2-foot-gage electric lines, history and roster of Mauritious Ry. on an island in the Indian Ocean, and the route, mileage, and roster of Hawaii's Hilo Ry.—Harold Thorn, Jr., 309 N. 2nd Ave., Paden City, W. Va. 26159.

ANYTHING available on New York Central operation in and around Watertown, N.Y., in 1920-1950?—Robt. Valen, 408 Opelika Rd. #209, Auburn, Ala. 36830.

DID a Porter-built engine run recently in a British Columbia city playground?—R.H. Pearce, Box 1353, Neepawa, Man., Canada R05 1H0.

RE. DOUBLE-PAGE photo in your Oct. '75 issue: the Old Colony train at Provincetown, Mass., was about to cross Bradford St. and go another block to the railroad wharf. I spent many hours there as a boy.—Norton Clark, 21 Endicott St., Newton Highlands, Mass.

WANTED: DL&W loco roster, 1880 to 1940. I worked for the road before joining the NYC.—N. Cornell, ex-NYC special inspector, RD3, Moscow, Pa. 18444.

WAS the B&O steam turbine loco on the Philadelphia-Washington run in 1953 similar to N&W's 2300, the *Jawn Henry?* Who has pix of her?—L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

BOTH the anthracite coal used by eastern railroads and the Rosebud-lignite used by Northern Pacific required large grate areas. For anthracite, the Wootten firebox was standard, yet NP apparently never used that design; why?—Wm. Randolph, 4813 Pennington Ave., Baltimore, Md.

WHERE can I get a detailed set of prints on the wide-vision modern caboose shown in your Feb. '75 issue?—Roger Verseput, 27316 Cranford, Dearborn Heights, Mich. 48127.

I'M modeling M-K-T engine 411. Anyone have info on her or any similar Katy loco?—J.H. Konen, 422 W. Brook, Neosho, Mo. 64850.

YOU may have to revise your statement about countries with the most tunnels. The Chengtu-Kunming Ry. of China, completed July 1, 1970, is 675 miles long, has 427 tunnels, 653 bridges. Another line, near completion in Yugoslavia, extends from the capital, Belgrade, to an Ariatic seaport with 225 tunnels in 300 miles.—Henry Korman, 3050 Maryland St., Longview, Wash.

THE Katy is blacking some of its diesel cab windows; why?—Paul Berlin, 1636 E. Okmulgee, Muskogee, Okla. 74401. •

SECOND-TRICK DISPATCHER

by Harry Bedwell

THE WIND that swept down the pass had a spiteful hiss and sting. It snapped the loose clothing about the gaunt young frame of Eddie Sand as he came down the coach steps when train No. 16 of the Anaconda Short Line squalled to a stop by the station.

There was a blinding flare of sun on snow. It ran in an unbroken sheet to the high peaks that rimmed Little Grande and its railroad yards and shops. When Eddie kept his chin down, the fresh blue scar along the edge of his right jaw didn't show. And this mountain air, this unaccustomed thin sharp atmosphere, seemed to interrupt the deadly feeling inside of him.

The conductor, standing beside the steps, pointed to a blank door in the side of the station and said, "Up the stairs."

"Thanks," Eddie replied.

He entered the depot and climbed the stairs. The familiar muffled chatter and beat of telegraph sounders grew to a welcoming chorus and he followed their insistent voices down the hall. As he opened the door at the end marked "Dispatchers," the wave of metallic sound covered him like a cozy blanket.

Chief Dispatcher Updike was bushy and gray and blunt—and wise in his craft. His desk sat at the head of a row of glass-partitioned tables where the sounders chattered as dispatchers and operators worked.

Eddie asked cheerfully: "Do you need any operators?"

If he kept his chin down they wouldn't notice—and he fought down that dull reflection. The racing sounders warmed the crawling chill inside of him.

Updike nodded. "Maybe I do. What have you got?"

Eddie handed him a service letter. Just one. The chief studied it. He had seen many service letters. But this one was different. It recorded that for the past three years the tall, thin man had been a train dispatcher for the Pennsylvania Railroad on a division hot with traffic.

Men like that had never before strayed into Updike's office. Boomers stopped with him for a while on their swing East and West, but men with records like Eddie Sand's didn't hit the mountains. So he asked bluntly: "You a lunger?"

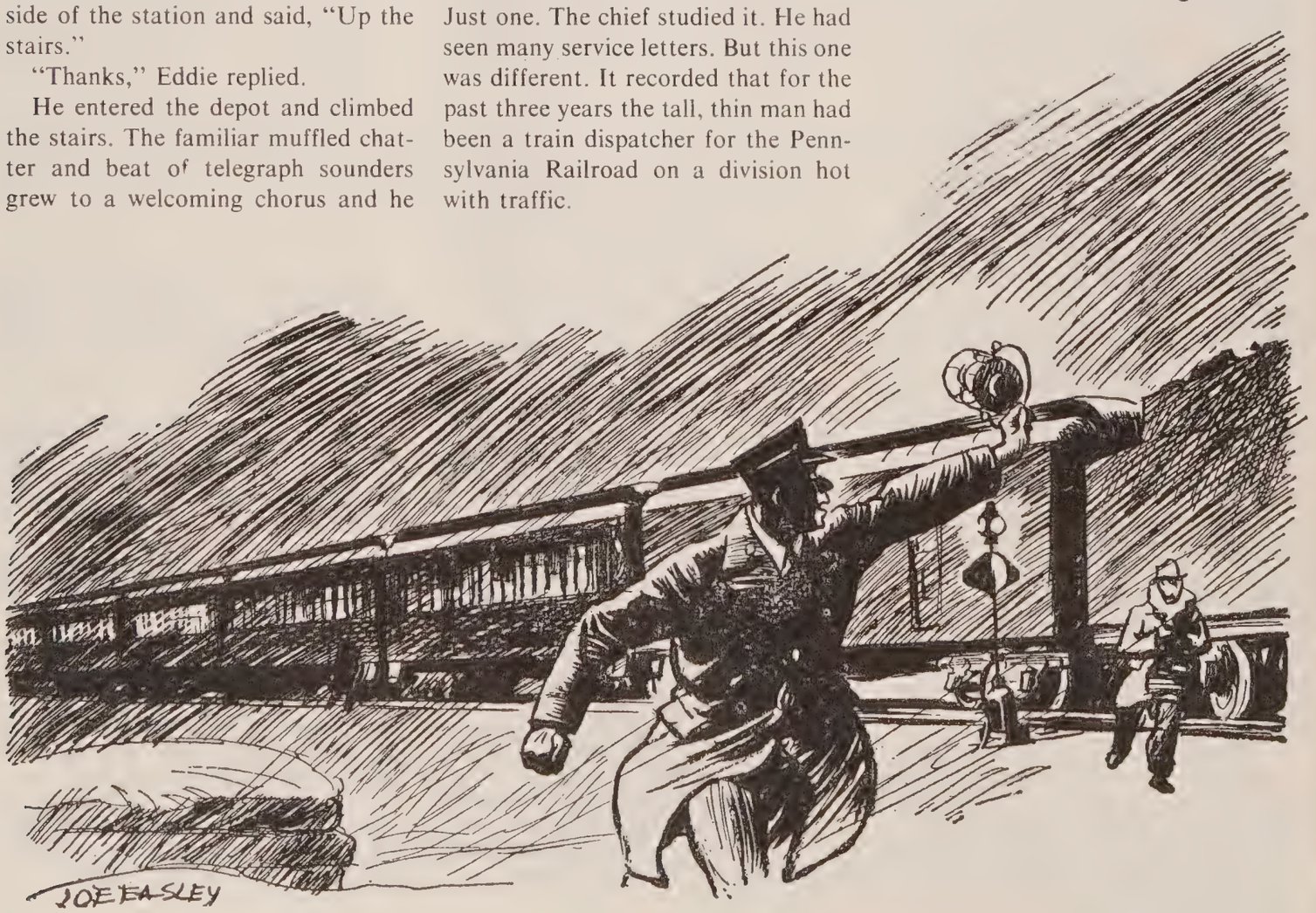
"No," said Eddie, "but I had an accident."

"Why did you quit back East?"

In those days the Western roads always needed men. Chief dispatchers took them as they came and hoped for the best. Eddie seemed so like the answer to a prayer that Updike, unused to having prayers answered at all, was dubious.

"You can see that I resigned," said Eddie. "My record was good."

The chief took the rebuke because he was entitled to it. "All right then,"



he still probed. "Why did you stop here? Broke?"

The young dispatcher shook his head, gazing through the row of windows. Outside, the wind whipped the snow from brooding peaks.

"No, I'm not broke. But as I rode through the mountains it seemed I might like them."

Updike didn't believe that. It occurred to him there might be a woman involved, which was all right.

"Just any little night telegraph job," Eddie went on, looking at the chief out of troubled blue eyes. "One of those stations hung up on the side of Imperial Pass, or maybe down the grade."

Updike studied him briefly. "This is a harsh country. Rough railroading. Mostly either up or down hill. Tough men. They've got to be, to stand it."

Eddie's eyes went searchingly to the stark peaks smoking with wind-whipped snow.

"I can handle trains," he said.

Updike decided there must be a female in his background.

"If you and this letter are authentic, I'll put you on dispatching trains as soon as you've broken in. That's all I have for you."

Eddie hesitated. He pondered darkly with his chin down. That wave of grim peaks, the air that bit and stung, something—

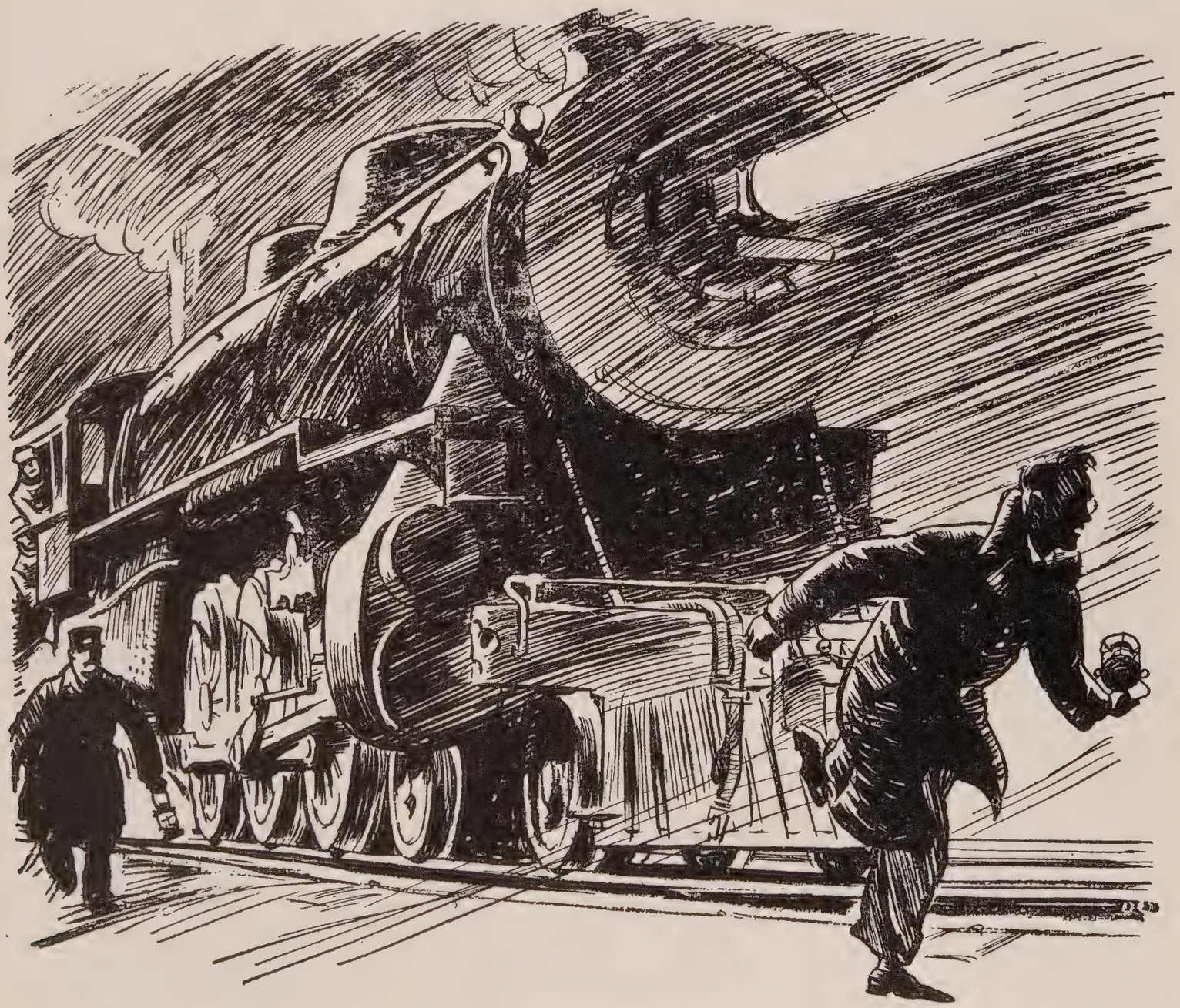
"Thank you," he said.

Arbitrarily, Updike thrust the new arrival in at second trick, which in those days ran from four to midnight—Little Grande to Imperial Junction—and Eddie would have the branches after eight o'clock. There was no night chief.

SHORTLY thereafter, Updike began getting home in time for supper. Almost at once, he felt confident of Eddie Sand. The new trick man knew his traffic and how to handle it.

At his table, with train-sheet and order book and chattering sounders, Eddie showed his chin again and the creeping panic subsided. The cold, absorbing days slipped by, and he began to feel at ease.

Then at 9:30 on a snowy night, while he shrewdly studied the problem of avoiding a jam of trains meeting a signboard siding, which would neces-



sitate a see-saw, the office door opened and closed sharply.

The new dispatcher glanced up in trepidation. He sensed a conflict.

Engineer Sam Borden stood at the counter. He was gray and gaunt, with a long, hard face and drifting eyes, and he spoke harshly.

"I don't need any pinhead dispatcher telling me how many tons my engine can pull up Westwater grade. From here on out it's up to me how many loads I can drag. If they need your kind on this job, you 'tend to keeping trains out of the way of each other and don't tell me how to run my engine."

Eddie, with all his will, couldn't keep his hands from trembling a little. He saw Borden through a corroding mist, and then he noticed that a young woman was standing beside him. Eddie had a dull feeling that she was much concerned. Her gray eyes found his and widened. She had blond hair like a Viking, with a lissome figure to match.

The dispatcher felt the beginning of a warm glow, and then the girl took old Borden by the arm.

"Come on, Dad."

Grumbling darkly, the engineer followed her away. At that moment Abner Carter, the operator, strolled over from the message wires. Ab had become grizzled in the service of the Anaconda Short Line, content to work the wires, go fishing, and raise carrier pigeons.

"I'm glad you didn't get hostile with the old man," he told Eddie. "Most of the boys put up with his beefing because he's had bad luck and is cracked, and because of his daughter."

"Nifty-looking," Eddie ventured.

"Claire is a grand girl," Ab went on. "Borden used to be top hogger on the Little Grand Division, and on his way up. Had the *Imperial Limited* both ways. Then he got word on one trip as he rolled into Imperial Junction that his wife was dying here. He made them give him the next train back. It was an emigrant train ready for the West—coaches in bad repair and an old Ten-wheeler."

The dispatcher listened quietly.

"Borden was wild," Ab went on, "and pounded that kettle for all she would take. Coming down Westwater grade on the Toboggan, he lost control. With luck, they got the line cleared for him, and the train didn't leave the rails. That was two times luck. His wife died, though, and Borden was in bad shape. Went off his head. They wouldn't give him a passenger run any more, and that only made him worse. He's mighty hard to get along with. Bitter—they call him Bitter Borden. Always grouching and grumbling."

Eddie resumed his work. An hour later Ab called to him: "Come over here, Sand. Somebody wants to talk to you on the wire."

Puzzled, Eddie crossed the room, and the op pointed to an open key.

"It's Claire Borden," he grinned. "They had that line put in from here to Borden's house a long time ago, before telephones got so prevalent, when Borden was top engineman. Claire is quite a brass pounder."

Confused, the young dispatcher spelled, "I, I, MA," and closed the key.

"I'm sorry for what happened tonight," came in a clear and steady send. "I didn't know there was a new man on duty or I wouldn't have let Dad do that. The other fellows understand and don't mind. Please try to be patient with him."

Eddie held the key open. The distressed eyes and warm mouth, the strong shapely figure, loomed out of the shadows of the half-lit room. There seemed to be a geunine courage that he wistfully admired.

"I will," he said. "I do understand now. I'm sorry I made a bad appearance myself."

"GN good night," she said, and the sounder was still again.

EDDIE SAND was a good dispatcher or not, depending upon how you like to work. Several men had formed bad operating habits under the old disorganized rule on the Anaconda Short Line and were stubborn about bending to the new arrangements lately in effect.

Eddie was used to keeping the trains rolling. He knew most of the local alibis and soon learned the others. He could outguess willful trainmen, the elements as they affected traffic, and anticipate the actions of faulty equipment.

In a short time he caught onto the strength and weakness of the motive power, the capacity and idiosyncrasies of each of the locomotives that shot steam and smoke into the western sky.

He seemed to know accurately if it were sheer fiction when a crew, wanting time out, reported an engine failure and asked for a boilermaker to be sent. Or when a crew, in a hurry, reported setting out hot ones that weren't hot at all. This knowledge baffled and enraged some of the men. They eyed him sharply, looking for a chance at vengeance.

They noticed that he kept to himself. He dealt with his associates only when on duty; after that, he retired from sight. They opined that something was wrong. What was a guy with such a fine record doing out here anyhow?

A train crew, just off their run, met Eddie on the station platform as he was going to work.

"Look here, Sand," growled the conductor. "The next time you call me for flagging empties at a blind siding I forgot, I'm gonna go to work on you."

He said it in a gruffly genial way that was mere sour humor. But the dispatcher's face turned pale. With no word at all, he climbed the stairs. The astonished conductor decided that Eddie was afraid of his own shadow.

Word went over the yard and out on the iron highway that the second-trick dispatcher couldn't stand up to any man. At the key he could tell them all where to head in, but he wasn't there in a personal encounter. These men who daily took the hazards of rolling trains over the mountains couldn't spell it out.

Updike, the chief, half disbelieved and half understood. He wanted Eddie at work but could find no weakness or indecision in him. With clear, quick judgment and impartial decision, the tall, thin, young man kept traffic moving.

The mountains did give Eddie Sand something he needed. They inspired

him to break the sedentary habits of years, to contact the hard elements. The cold air treated him with rough austerity, but his daily walks in the snow grew longer as his lungs developed a capacity to absorb the sharp oxygen. Dormant muscles grew tougher.

Snow came again and laid a deeper cover over the ranges, molding the harsh outlines into swelling curves. Out-of-town people moved about on snowshoes. Eddie bought a pair. His first self-conscious attempt, as far from town as he could flounder, brought minor disasters. The snowshoes tripped him, wouldn't go in the direction he intended. He fell. He cursed and was nearly split in half when the two shoes moved at oblique angles.

While he was in an awkward position with his face in the snow, his back arched and arms buried in an effort to find a purchase that would bring him on top of the snowshoes again, Claire Borden—of all people!—came swinging down the slope, her own snowshoes minding strictly her brisk stride.

She saw him and halted, the snow powdering about her feet.

"Are you hurt?" she called.

Eddie turned and kicked one dangling shoe in the air.

"My pride is busted," he sputtered. He looked up at her and tried to clear his face of snow. "Am I so awkward or does it take training to manage these things?"

Her sympathetic laugh was like a clear bugle call. "You poor man! Didn't anyone ever show you how to make them behave?"

Still smiling, she pulled him to his feet and brushed the snow from his classic features.

"It looks easy," he explained, "the way other people handle them."

"You might have broken a leg, or your neck," the girl said with concern. "Let me show you. It's a thrust—like this—and there's a balance you'll soon learn. Now take it slowly."

Claire was strong and competent. No female with a half-starved frame. Her cheeks flamed, her eyes danced and snapped. Her body moved with fine, free ease. She taught him expertly. His muscles were racked and tense. But he had learned some principles of the thing by the time they came into town.

"Do you do this often?" he asked.

The girl nodded. She would be out nearly every day now.

"Would you," he asked hopefully, "teach me more about this?"

"Certainly. It would be fun."

THE CRISP, cold days began to stream by rapidly. And pretty soon Updike learned about Eddie and Claire Borden, their trips and tramps into the heights; and the old chief pondered. If it was a woman who had sent the man from the Pennsy into the mountains with shot nerves, this might develop either way. Claire would do anybody good. But. . .

Updike broke his habit again and spoke to Eddie. "You know how crabby Borden is. He seems to hate the whole world except his daughter Claire and Johnnie Webb, his fireman for the last four years. Those two have all of his affections, and he wants to see them married. But he doesn't dictate to Claire. He's mighty good to her in his way."

Updike paused to let his words sink in. Then he continued:

"The old man finds ways of violently discouraging any fellow—except Johnnie who gets friendly with Claire. He can be vicious. Maybe I'm talking too much, but I'd like to see you keep well and continue with the little Grande Division for a long time to come."

Eddie felt a panic of nerves, but he asked steadily, "What kind of man is this Johnnie Webb?"

"Oh, he's a big cub bear. Fair enough, but not too smart. He'd lay down and roll over any time Claire told him. He stands in with Borden, listens to the old man's hard luck tales, and always agrees with him."

"That's bad," Eddie said, "but I won't let it stop me."

Nights when her father was not at home, Claire would call the second-trick dispatcher on her private wire and say good night. He had never known till now that little things could be of so much value.

In the gray afternoons the two would come down the slopes and skirt the yard. Eddie's blood pounded and sang as his lungs devoured the sharp air. Claire's cheeks flamed.

Then as they came around a string of cars one day, they stopped suddenly at the scuff and rasp of frantic feet in the cinders. Two switchmen were fighting. Their untrained fists heaved in blind blows and they grunted. Their hard breathing exploded in gasps and white spurts of vapor.

Quick nausea sickened Eddie at the sound of callous blows tearing raw flesh. Claire clutched his arm. But he couldn't stop shaking, and he stumbled as they walked away.

For the first time, the girl took him into her home. The fire was down in the living-room stove. Dully he opened drafts, stirred the embers, and stuffed in wood. He couldn't look at her. He would have to say something and get out. Run again.

Firmly she helped him off with his overcoat and pulled him into a chair by the fire. Warm comfort filled the quiet room. Something besides the dancing flames started a glow within him. It was the sense of home and security that some women can make.

"Tell me, Eddie," she said gently.

"I'd rather not," he muttered.

Her eyes looked into his for a brief moment.

"I want to know."

She got the man's life-story from him at last, the dark picture of a shattering experience.

AT TWENTY-THREE Eddie Sand had risen to be trick dispatcher on the Pennsy. Keeping trains rolling was as natural to him as it is for some men to play expert chess or baseball. He was moving up fast. But, being studious and sedentary, his mind occupied with his work, he didn't bother to develop his muscles.

"I never thought much about it," he confessed. "You see, Claire, I hadn't needed them, never played outdoor games, never got into a fist fight."

Because of the testimony he had to give at a hearing, Eddie informed her, an engineer was discharged.

"Later, that man caught me walking home through the yard and gave me a terrible beating. He wasn't more than twenty pounds heavier than me,

but he nearly killed me. After I was down he kicked my face. I was in the hospital for three weeks."

The shock and humiliation had broken his spirit, Eddie admitted. Now and then, he still brooded over the hammering fists.

"The fellows sneered at me when I went back to work," he told Claire, and she listened sympathetically. "They seemed to treat me like a rat. So I guess I went to pieces. That's why I came here. I had never been in the mountains before. I like them. I want to stay. They have helped, and you have. But I still haven't been able to get back my nerve. And now I guess I'd better run along."

"You are not going to run away from this thing any more," Claire said firmly. "There are many kinds of courage, Eddie. You'll have to whip this before it does you, and I will help."

"I'll stay," he said quietly.

SPRING began to break up the white landscape. Eddie spent all the time he could on the mountain sides, occasionally with Claire, sometimes alone, climbing higher, putting himself through greater exertions. He observed finally that he was filling up his loose clothing.

Some day, he knew, Borden would be back with another complaint. It was hard for him not to favor the train that this engineer was pulling, to give him no excuse for a rage; but he couldn't quite do that. It was grained into him to be fair and inflexible in handling traffic.

And so he knew that night, by the sound of the resolute feet coming down the hall, that he'd have to face Claire's old father again in a tantrum.

Shortly after he had come on duty that afternoon, an opposing train to Borden's had pulled a pair of drawbars, had missed another meet, and had stuck Borden's train nearly three hours at a blind siding.

Claire called on her wire at 7:30 p.m. to ask when her father would get in, and Eddie told her of the delay. She said Dad would be disappointed because he and Johnnie Webb had planned to leave on a fishing trip early that night.

It was now 10:50. Borden's train was just in, and those determined steps in the hall would be his. Eddie Sand set his will. He tried not to flinch when the door burst open. Borden and Johnnie Webb, his fireman, stormed into the office.

"How the hell do you think you can get by with sticking me three hours at Gypsum?" the told man snarled. "Damn it, can't you keep the trains moving?"

Eddie got up slowly and walked to the counter.

Borden's eyes drifted across his face. "You sit here in a nice soft chair and tell us how to run our trains." His voice was going up. "It's the first time I've ever seen you off the seat of your pants."

There was nothing you could say to this sour-puss. To try to pacify would only inflame him.

"I'm sorry," Eddie replied. "But if you have any complaints, the superintendent is the man to take them to for action."

"Yeah," Borden yelled, "that's the kind of railroad man you are. Running to a brass collar with your kicks. Can't stand on your hind legs and take the grief."

The old hogger's control was gone now. He raised a big fist and delivered a clumsy blow. Entirely unexpected, it caught Eddie in the chest and knocked him from the counter. But he came back to it in a quick recoil and faced the two of them stubbornly.

Johnnie Webb interposed. "I'll take care of this now. That is, if there's anything to take care of, Mr. Yellow Dispatcher."

Eddie found he could keep his chin up. He measured the fireman, and shook his head. Taller, broader, probably thirty pounds heavier.

"No, Johnnie, not tonight," he said slowly. "But some day, when I've got a little more tough meat on me, I'm going to beat the hell out of you."

"Ha!" Johnnie gloated. "The man can talk back. Okay, Yellow Dispatcher, whenever you're ready, just slip me the word. But don't wait too long."

"And another thing," the engineer fussed. "You've been too much in my girl's company. You'd better stop that. And don't ever let me catch you at my house."

MELTING snow had begun to fill the streams, and cold rains set in. There were washouts and soft track on the Anaconda Short Line, and delayed and stalled trains. Gandy dancers worked all hours in muck and water to keep the rails in place. Schedules were shot. Everyone was harrassed and short-tempered.

It was spitting rain when Eddie came on duty. Over Imperial Pass and down the swoop of Westwater grade the hail drove and drifted, and then a sleety rain fell and froze.

Slow orders were out at a dozen places, and they had just completed a shoo-fly—a temporary sidetrack—around five freight cars and a locomotive that the track had skidded from under beyond Carbon Canyon. The division was congested with trains, moving forward cautiously, fighting to make a little time.

When the transfer had been made from the first-trick man, Eddie Sand settled into an alert supervision of the battle going forward with nature and the elements out there in the gathering dark.

It took study and an accurate memory of every defective piece of track to keep the traffic moving at all. Train orders multiplied in his book. The wire was weak at times, the current fading and coming back. This was irritating.

At 9:45 someone came into the office. Eddie felt the glow of a familiar warm presence. Claire Borden stood there, slim, beautiful, radiant.

"I know I bother you, Eddie, at the worst possible times—"

He jumped up, opened the gate, and helped her out of her streaming coat. He brought a chair for her to sit beside his table.

"Don't let me interrupt, please," she said. "I'll just sit a while and listen to you work. All this weather and the times you're having out on the line—it's very trying to wait at home. I got depressed. I fell as if something's sure to happen."

"What's the matter, dear?"

"Oh, I don't know. I worry about Dad. He hasn't been well lately."

Eddie's eyes swept the train-sheet and the clock. Then he said cheerfully: "Your father was out of Marble Gate, headed down the grade, thirty-eight minutes ago."

"Then he must be on the Toboggan now."

Westwater Grade drops out of Imperial Pass in swooping curves that are always waiting to take control of a train from any unwary crew and fling it down the mountain side in a shattered wreck. The steepest pitch is the Toboggan, where the rails dip out of Marble Gate in a long dive. Those days, crews on the Anaconda Short Line negotiated the Westwater with respect and extreme caution.

"It's where he lost control of his train that night—" Her eyes closed.

"This weather will give anybody notions of disaster," the dispatcher reassured her. "Your father has the 1118 and only thirty-two loads, so he won't have much trouble getting down off the mountain tonight. He should be by the station of Toboggan in about—sixteen minutes."

Eddie flipped open the key and snapped a call. The night operator at Toboggan answered promptly.

"What's the weather up there now?" Eddie spelled out briskly.

"Still sleet and rain, and colder 'n the Arctic Ocean."

"Let me know when extra west shows," Eddie instructed.

Claire nodded to indicate that she had read their conversation, and she murmured: "It's real treacherous up there tonight."

"Listen to me, girl," he instructed. "You know your father can handle his his train on the hump any time. He's fought the mountain till he knows every trick and device of the old brute. You're pretty well worn down with everything that has happened. You need a change, and I'm going to be it. And your father has got to be reasonable about us."

There was a new, authoritative note in his voice. Claire perked up.

An operator called and Eddie took his OS. He calculated, called two other operators, and whipped in an order changing a meeting point. He took their repeats and scanned his book and sheet warily.

In the silence Toboggan called for the dispatcher sharply: "DS—GN."

Eddie answered, "DS."

"That extra's coming down the hump," Toboggan chattered, "and there's something wrong. He's blowing his whistle like hell. He may be running wild—downhill!"

Eddie heard Claire breathe hard as the oninous report came in. He flashed back: "Go outside and see what you can find out as he goes by," and the answer came, "Okay."

CLAIRE, the office, and all things therein faded away as his mind swept the division. He knew, without a glance at the sheet, the position of every train. He knew within the first ten seconds what could be done if the situation developed up there on the mountain as the report of the operation at Toboggan portended.

All the skill and cunning developed in his three years of handling swift and heavy traffic on the Pennsy were at the tips of his long fingers upon the key. It was a breathless time, but it wasn't long before Toboggan came back on the wire.

"The conductor threw his lantern off with a message tied to it," the sounder chattered as if it had St. Vitus dance. "Message says, 'Train out of control. Got hand brakes set, but with ice on rails it ain't enough to check her yet. For God's sake, keep the line clear ahead of us!' "

Claire stifled a scream and then was quite still. But in all the stress of the tense minutes that took them through the torment of that encounter, Eddie Sand was conscious of her watching his quick moves.

At Eddie's sharp-flung commands, men took up again the fight against the old mountain's murderous intent. He called imperatively to the operator at Castle Rock, "RK, DS!" and shot at him:

"Extra 1118 is out of control this side of Toboggan. Chase up to the east switch of the passing track and open it so as to let him into the siding. Hurry back to station and stand by!"

"But the west end of the passing track is washed out," protested the operator. "That will throw the extra right into the river!"

"I know," Eddie snapped back. "Now hop to it and open her up. Let me know when it's done."

The operator held open his key for a few seconds and then he slowly clicked, "Okay."

Claire sat like a frozen ghost. Her gray eyes were cold now, cold and tense, and her straight blond hair seemed straighter now than usual.

Eddie knew that the west end of the passing track there had been washed out days before, when the flooded mountain stream had cut deep into its bank and came up into the yard. That was why he headed Extra 1118 into that passing track to be dumped into the river if he couldn't clear the line for it. Otherwise, there would be no point in turning her into the siding.

Number 16, a passenger train with eight coaches, was storming up the Westwater grade below Casco, the next telegraph office west of Castle Rock. But Casco had no night operator; only the agent who lived in quarters above the office.

There was no call bell, but maybe the agent was awake, or his call might awaken him. An old-time operator always had some crisis like this in the back of his mind and usually left the stairway door open so he could hear the sounder from his living quarters.

Eddie Sand began to call: "CA, CA—DS."

Number 16 should be at Casco within about twelve minutes, depending upon how much the storm and slick rails had held her up.

"Eddie," Claire whispered. "Tell me, is there any chance at all?"

"Steady, darling," he said. "Yes, there's a chance. Hold tight!"

"CA, CA, CA," his steel wrist vibrated the call clearly, "CA, CA, CA—DS. 31, CA—"

The current died in the wire till the sounder barely swung, and then it came back again strongly.

CASTLE ROCK cut in to say the switch was open. Then Eddie snapped a "Stand by," and went on with the monotonous calling.

He was conscious of those thirty-two loads lunging at the 1118 up there on the Toboggan. He visualized the gray-haired engineer working desper-

ately to rectify whatever it was that had caused him to lose control of his train, with the fireman standing by or helping, and the train crew perhaps out on the drenched and bucking cars still grimly tightening the hand brakes.

If they jumped or stayed it would be about the same. But they didn't know what they faced, and Eddie didn't let it get beyond a problem to him. His mind had to be pointed to catch and utilize any slight chance that might break the mountain's deadly game.

The twelve minutes he had reckoned on slid past. But he kept calling, his will bent upon awakening the agent at Casco. He'd make that monotonous call in his sleep for months to come.

Four minutes pounded by. Then the circuit broke and the whole dark world seemed to stand still. Claire was sobbing now.

"I, I, CA," came uncertainly from the sounder as if the key was worked by a sleep-drugged operator.

Eddie pounced on it.

"Has Number Sixteen passed you yet?" he blazed back, and the agent at Casco opened his key.

"I haven't heard her, but I just woke up. Your call raised me."

"Is she in sight?"

"No," said Casco.

"You're not sure if she's by or not?"

"No. I haven't heard her."

It wasn't much to go on. People who habitually slept in stations on the main line were seldom disturbed by passing trains, especially on a blustering night like this, although an operator will be awakened from a sound sleep by his station call.

"If Number 16 shows up, stop her. Stop her!" said Eddie. "Get your lantern and light your semaphore lamp and put on your red board. Say when you've done it."

The agent was fully awake now. He acknowledged tersely.

Eddie turned to Castle Rock. "You there, RK?" and he got an "I."

"Let me know the second you can see the extra, and be prepared to close that switch when I say so."

Silence developed in the dispatcher's office. A sleepy relay or two muttered darkly. Eddie took an instant to press Claire's beautiful hand. It was icy, but it shot an electric thrill through him. He became aware for a second that Abner Carter, the operator, was still in the room, on tap if there was anything to do.

Casco reported. "Semaphore lit and board out. Sixteen not in sight."

But Eddie held to his hope. Those sleety rails might have delayed her more than he had reckoned. And on those walled and twisting curves the agent could see the train approaching less than half a mile away.

Eddie instructed him carefully: "Tell me if Sixteen comes in sight. If she does, beat it over to the west switch, flag her down, and head her into the clear just as quick as you can. When you're sure she is headed into the siding, run like hell to your station and let me know."

The quiet in the dispatcher's office tightened like a vacuum. Rain beat at the windows. He would not look at Claire. Every faculty was ready for this emergency. Then the sounder spat at him.

"Sixteen's coming!" Casco flashed.

"Get him into the clear. Hurry back!" Eddie's eyes were shining.

THE CIRCUIT broke again, and the young dispatcher knew the message before the sounder spoke.

"The extra is in sight," Castle Rock reported swiftly.

"Is the weather clear enough for you to see her when she came around Pinnacle Point?"

"I think so," chanted the operator.

Everything that night had to be calculated on guesses. It made a deal of difference whether the operator had spotted the runaway as soon as she rounded the Point. But Eddie would have to figure that he had. Clearly he shot his orders.

"Get as far on your way as you can and still hear your sounder. Be ready to run when I say 'Go.' Don't answer, but run like hell and shut that switch before 1118 gets to it. I'll repeat it so you can be sure. But don't start before I say so."

"Gimme all the time you can—it's slick traveling out there tonight," Castle Rock entreated.

The decision as to whether or not Extra 1118 should be thrown into the river would have to be met very soon. He couldn't avoid it.

Claire Borden got up. She had followed the quick moves in this fatal shuttle of events. She understood that Eddie could take a minor gamble and give her father a chance for his life. He could now order the switch at Castle Rock closed, with the knowledge that the hazard of collision had been minimized by the agent at Casco.

Eddie checked his time estimates carefully. If the operator at Castle Rock had seen the 1118 at the instant she rounded Pinnacle Point, he knew within a few seconds of when she would reach the open switch. He guessed the seconds that it would take to reach that switch.

And if Casco didn't report Sixteen heading into the siding before that time was up, then he'd have to decide if he would put the extra into the river, or give it a chance to get down the slippery mountain, and hope that the passenger train would be stopped and sidetracked.

CLAIRE walked nervously to the counter and leaned upon it. She kept watching the clock.

Silence came back to the dispatcher's office. All the wires were quiet; the rain ceased at the windows. Everything waited except the big minute hand of the clock. It walked forward deliberately, marking off the deadly seconds.

Eddie's mind was as clear as a burnished mirror. Now that there was a red board at Casco, and the agent was out with his lantern to head No. 16 into the siding, it didn't seem a long chance to take if he ordered Castle Rock to close the switch now, and give the runaway a chance to make it down the grade.

But Eddie knew that, in the gutsy darkness of sleet and rain, the engineer of Sixteen, not expecting a lit semaphore at Casco, might miss that one little spot of red light in the storm. And anything might happen to the agent and his lantern in the lashing wind. A slip and fall on the icy right-of-way might put them both out.

And if No. 16 boiled on up the mountain with her crews at their posts and passengers asleep or drowsing or in talk, Extra 1118 might tear her to pieces. Number 16 could now be heading into the clear, but he didn't know.

At length the sounder spat sharply: "Number Sixteen is heading into the clear!"

"Go!" Eddie's steel wrists made a compelling demand.

Crouched over the table, he sent his soul to drive the operator at Castle Rock in his desperate, slippery run to the switch in the face of the 1118's headlight.

Claire was leaning against the table. Her wide eyes covered his hand on the key, and he felt as if it were being withered in a flame.

The sounder grinned like hooded death. Then the circuit broke.

"OS, RK," the brass tongue spoke deliverately. "Extra 1118 by at 11:38. Mister, I just made it!"

"Good boy! Good boy!" Eddie fairly shouted on the wire.

He shot to his feet, his chair skidding and crashing into the wall. Claire grabbed her man and kissed his lips.

The third-trick dispatcher banged open the door and came stamping in, dripping rain and denunciations.

"A helluva night!" he stated. "Anything exciting happened?"

"Not much," said Eddie.

THE FOLLOWING afternoon Eddie came on duty with a feeling of lead in his chest. People usually seemed to think you did the wrong thing, whatever it was, and you couldn't tell how any of them would take the handling of the situation up on the mountain.

Updike, the chief dispatcher, growled as he came into the office. "Why didn't you call me when hell broke loose last night?"

"It would have been over, one way or another, before you could have got here," Eddie said glumly.

Updike fidgeted. "The boys had some wrong ideas about you. Some of 'em have been in to see me. They asked me to say that whatever it was they thought they were wrong."

"That's sweet of them," Eddie gloomed. "You tell 'em so."

"I will," Updike grinned. "And the Old Man has got some nice things to say to you himself."

"That's sweeter still."

Updike was a little inflated. He felt that his judgment, held against opposition, had been vindicated.

"You may be afraid of some things," he exulted, "but who isn't? I don't know anybody else who could have stood up to that job of cracking seconds last night—"

"Oh, I don't think I'm scary," Eddie said. "If I ever was, Claire and the big hills took it out of me."

At eight o'clock Eddie was brooding over his train-sheet when the door opened quietly. Bitter Borden and Johnnie Webb came in.

"Eddie Sand," said Borden, and his eyes did not drift. "I've got a word to say to you."

"Shoot it!" Eddie challenged.

"Claire says you two have some kind of understanding, and whatever it is—well, it's all right with me."

Eddie began to feel a melting glow where the lead had been. Then he turned to the fireman. "Anything you want to say?"

"Sure," grinned Johnnie. "About that beating you promised me. Suppose you don't do it and we'll say you did. I'll take your word for it."

"What about the Yellow dispatcher?" Eddie asked evenly.

"Mister, I'll take that back."

The second-trick dispatcher nodded, with a faint smile. "Any time you change your mind, let me know."

He turned and poured on the key to Claire's private wire.

"Are you there?"

"Yes, Eddie," the brass-tongued sounder spelled back at him. "I'll always be where you want me."

And for the next few moments the men standing beside the dispatcher's desk, and the Westwater grade, and the *Imperial Limited,* and the whole Anaconda Short Line suddenly became very unimportant. ●

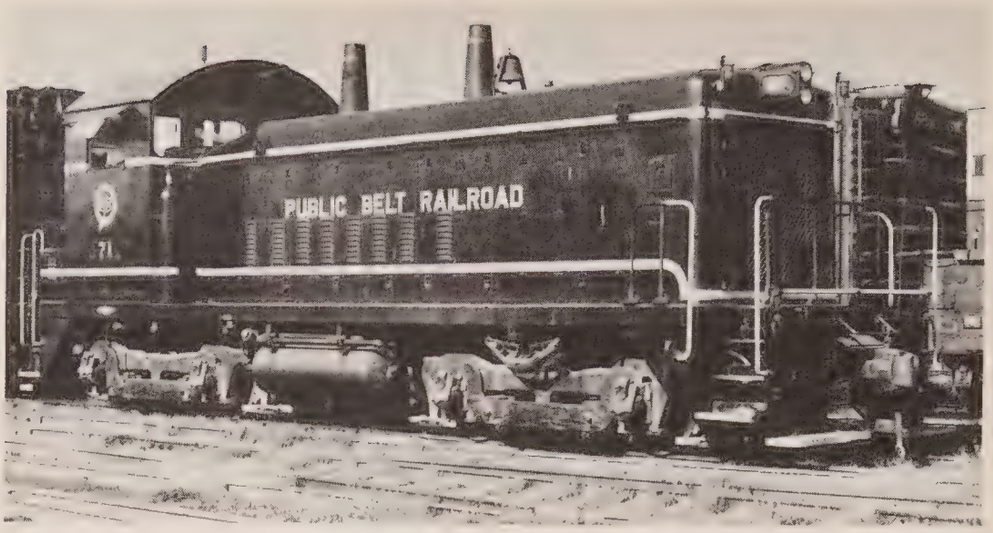
As a Brass Pounder, Bedwell OS'ed Many Trains Like This

Southern Pacific 4-6-2 No. 2405 scorching the ballast at 70 mph with train No. 2 at some unidentified locale.

Photograph by the late Fred Jukes

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



Public Belt R.R. of New Orleans No. 71, a Ph 3 SW-1200, showing two lifting eyes and 5 battery-box louvres idling at New Orleans, La., on a July day in 1967.

Collection of X 2200 South

A TRIP to Louisville, Ky., just south of my home city of Cincinnati, has reconfirmed my belief that it is a fine town for railfans. The day began with my son Craig at the Amtrak station in Cincinnati. We were to meet a buddy, Mark Loyd—a Louisville native now living in Winston-Salem, N.C.—who was due in on Amtrak's *James Whitcomb Riley* at 7:20 a.m. The train arrived at almost 9 o'clock, late as usual; but to a railfan that's never a problem at the Cincinnati station. While we were waiting, two Penn Central trains and one Baltimore & Ohio hotshot, plus switching activity, provided action. But Craig stayed inside the cozy depot, watching cartoons on TV.

Mark Lloyd had made arrangement with Louisville & Nashville to tour the South Louisville Shops, so after breakfast we struck out for there. Close to noon we pulled up at the gate. I was intrigued by the sight of SW-1500's and SW-9's, as the Cincinnati area has no L&N switchers. We signed in, each got a hard hat, and were told to "stay on the roadway and be careful." This worked out fine because all the units in position for photography were spotted along the access road.

We saw SW-1500, SW-9, Baldwin DS-4-4-1000 rebuilt with EMD hoods, SW-1, and the major L&N second-generation units, such as U-30C, GP-40, U-23b, and SD-35. Two GP-9's showed up. Also three big Alcos—two C-628's and one C-630. There were no F units in the open at Louisville. All those recently retired had probably gone to Lafayette for disposition. Nor did we see any RS-3.s. However, one was there: No. 2380, the unit rebuilt with an EMD 567 prime mover.

We set out for the Auto-Train loading facility, south of town and next to the L&N main and the new Strawberry Yard. The A-T was supposed to be in by 11 a.m., but when we arrived about 12:30 it still was not in sight. The Baldwin switcher originally assigned to it at Louisville is gone; probably moved when train frequency was cut from tri-weekly to Saturday only. Road power now switches the train.

We decided to return later and watch her leave, presumably at 5:30 p.m. Enroute to and from the Auto-Train we watched L&N switchers and freights. They were very busy. We spotted two more SW-1500's and an MP-15. One southbound freight left with four units, both U-23B's and SD-35's, as power. A northbound came in with GP-40, GP-38, GP-9, and U-30C. L&N just seems to "lash 'em up," unlike the Southern which will not operate a four-motor unit with a six-motor.

Our next port-of-call was the Illinois Central Gulf engine terminal. This produced a lot of power, all very interesting. Two old original GP-9's in black and white with green diamonds were resting in company with Paducah rebuilds in orange and white. A surprise—GM&O GP-30 No. 511, still in the black and white and on Alco trucks, was bringing up the end of one string. A decal under her cab window proclaimed her home base was "Iselin"—that's the old GM&O's main facility at Jackson, Tennessee. Besides two black GP-9's, the ICG had only one other "stock" unit at Louisville—a GP-38. The area was really deserted and the roundhouse empty, although the yard was fairly full. ICG operates no switchers in the Louisville area.

Next we drifted over to the Kentucky & Indiana Terminal yard, known as "Youngtown." On the way we stopped to pay our respects to the Kentucky Railway Museum's ex-Monon BL-2 No. 32. She looked as good as ever, stored under the trainsheds at the Louisville station. A respectable photo of her could be taken in late afternoon, as she faces south.

WE ARRIVED at Youngtown Yard with no trouble and looked up the roundhouse foreman, who handed us a release form, with absolutely no hassle. If only all roads were like this! In fact, he took one look at the cameras and without a word he got out the forms. He said Southern units were due in (pointing out the inbound track with a warning), adding that we'd just missed a set of northbound Burlington Northerns.

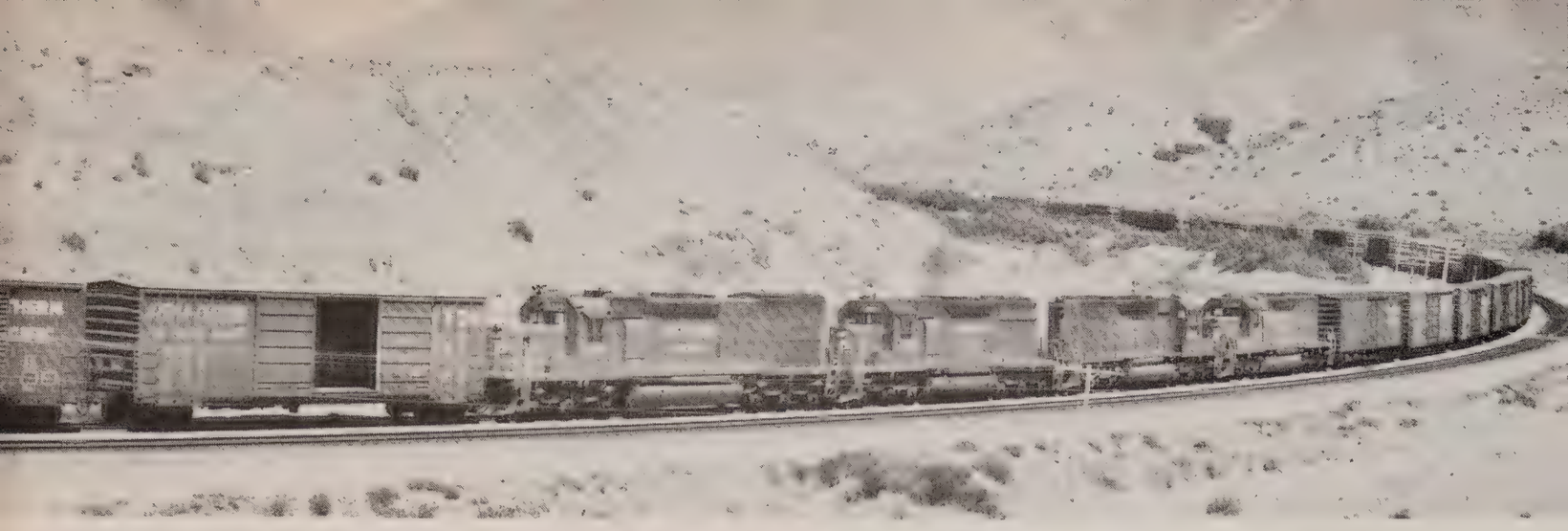
On the fueling rack stood six (two sets) Milwaukee Paducah GP-20's (rebuilds), a B&O GP-30, and a Chesapeake & Ohio SD-35. The Southern units which came in proved to be an SD-35, an SD-24, and an SD-45. They were towing two GP-9's, one of which was an ex-Central of Georgia passenger unit with air tanks on the roof. South of the road-engine facility we saw a double line of K&IT SW-1500's, some with yard trucks, others with Flexicoils, one with both. A Southern freight pumped air and left southbound.

The Penn Central facility across the Ohio River in JEffersonville, Indiana, provided a few surprises—three ex-NYC GP-20's numbered 2107, 2108, and 2109, lashed up in numerical sequence. These are the only GP-20's minus dynamic brakes. Two of them, 2108 and 2109, have been fitted with paper air filters. A rectangular box for them is mounted on the roof behind the cab. Another rare bird was SD-7 No. 6998, one of the only two on the system. She and sister 6999 had been ordered especially for service on Madison Hill, with heavy-duty air-brake equipment of extra capacity. These locos carry assignment decals reading "Avon" (Indianapolis).

On our way back to Louisville, before we crossed the bridge, Mark spotted a "critter" (small industrial loco) at the Falls City Transfer & Storage Co. She turned out to be a 4-wheel Plymouth of ancient vintage with no identification on her. Freshly painted red, she showed signs of recent use.

Meanwhile, back at the Auto-Train facility, the northbound run had shown up and U-36B No. 4011 was switching the car-carriers to the loading ramp. When we arrived, roughly half of the loading was finished. Two U-36B's were being fueled while No. 4011 switched. The passenger cars were spotted under the trainshed. The passengers themselves were walking up and down inspecting it or relaxing in the waiting room. Automobiles with distant license tags filled the lot: Ontario, Michigan, Illinois, Colorado, etc. We photographed the Auto-Train power. An L&N freight with three U-30C's came up from the south on the high-class mainline adjacent to the trainshed.

A sign on the Auto-Train waiting-room door proclaimed that the train would not leave before 6 p.m. We spent the time inspecting the train's interior. I can't remember when I've seen anything more beautiful. If you're used to so-so equipment as on Amtrak's lesser trains, this will seem like heaven. The cars have been completely re-



A SD40T-2 and three SD-39's provide mid-train power for SP freight climbing toward Tehachapi Summit during summer of 1975.

William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

furbished and redecorated.

Everything is in top shape. No shabby plush, no worn rugs or dirty windowsills. No cigarette burns or graffiti. Subdued lighting gives the effect of being in a luxurious restaurant. The domes contain small round tables between facing seats as well as leg rests that are not simply a bar for your feet but a complete rest, like those on a reclining chair. Plus free everything such as snacks (we saw pies and jello ready in the two snack cars we passed through), movies, live music, and pretty hostesses. What a way to go to Florida! No wonder Auto-Train is successful.

We didn't see the train depart, as the sun went down at 5:30 while men were still loading the carriers. I suppose strict adherence to schedule is a minor matter to Auto-Train customers. Anyway—who wants to leave such a paradise? We topped off the day by the usual unbeatable home-cooked meal at Mark's house. That may have been the only reason why Craig made the trip. He's more of an aircraft and fishing fan than a rail buff—but where else could you get such a meal without having to do the dishes afterward?

ON OCTOBER 30TH the Columbus & Greenville Railway was returned to independent status after three years of control by Illinois Central Gulf. The official announcement—a letter from Sam Y. Wilhite, chairman of the board—names the new officers and mentions the road's 17-unit roster. This means that six new units have been, or will be, added before you read this.

My information in late November indicates that C&G operates Baldwin DRS-6-4-15's No. 601-605 (602 was wrecked and has not run in years), Baldwin AS-416 No. 606, Whitcomb 65-ton "Humpbacks" numbered 41 and 42 (which have returned from Paducah Shops), and the four EMD SW-1's it got from the Terminal Railroad Association of St. Louis (TRRA). Rumors have it that the additional locos will be SW-1's, although some ex-GM&O Alco S-2's may be in the running. One thing for sure: C&G's two SD-28's (700-701) will not return, these now being ICG 9450-9451.

A REPORT from Erie, Pa., solved the question of why Seaboard Coast line 1776 went north through Cincinnati on the Penn Central. She was in the GE paint shop at Erie having her Bicentennial color scheme redone for this year. No changes were planned, just new paint.

The same source says Amtrak's refusal to accept the E-60CP electrics is due to the condition that the Federal Railway Administration must set up guidelines for acceptancetance—guidelines which have not yet been laid down. Do not count the electrics out. They will operate on Amtrak, is the word from Erie. Two units have been accepted.

PENN CENTRAL has some unusual units in evidence. Three more F-7 sets were seen, one of these an A-B-A. Old RS-27 Alco No. 2414 showed up. An SW-1, with her cab blanked and traction motors removed, is used as power for the ballast-cleaning outfit sweeping Sharon Yard.

The train consists of the mutated unit, No. 80041, a long string of hoppers, and a unique car which forms the "sweeping" apparatus and the basis of a huge conveyor belt which runs over the hoppers. Two old X-29 boxcars house the controls and machinery. The train is moved with a conventional unit, in this case a GP-7. It passes slowly over the rails while the "sweeper" cleans foreign material out of the ballast, sending it along the conveyor to be dumped into the hoppers. It's a noisy, dusty, dirty operation, but quite necessary.

IF YOU WANT a 16x20" color lithograph of Soo Line's 1776, their Bicentennial GP-35, send $1 (3 for $2.50) to Laurie Hennings, Soo Employees' Assn., 420 Soo Line Bldg., Box 530, Minneapolis, Minn. 55440. Make checks payable to the Association. The 1776 made her first run in new colors on September 6th from Minneapolis to Annandale. She was formerly 727, and has a million miles under her pilot already.

MORE AND MORE short lines are putting leased cars on the rails to make *per diem* revenue and ease the car shortage. The latest I've seen are boxcars lettered WCTR. That's White City Terminal RR. of White City, Ore., a private lumber carrier. I've also see Raritan River, Hartford & Slocum, and Maryland & Pennsylvania in new boxcars.

Pittsburg & Shawmut fielded a new hopper, and here's one I've never seen before: a Corinth & Counce gondola. A huge Brown-Boveri one-million-pound capacity "Schnabel" flat (16-wheeler) went north on B&O under load in November. The destination was Dayton, Ohio, with a big stator from Switzerland. The shipment had come into the States at New Orleans, and B&O had picked it up off either L&N or Southern. Riding along was a new International Car wide-vision caboose, also lettered Brown-Boveri.

I HAD a letter from Frank Peters, 29 Midhurst St., Palmerston North, N.Z. Frank is a fireman on the New Zealand Railways. He says NZR is currently operating 163 General Motors diesels (146 G-12's, 17 G-8's) and 15 GE U-26C's while 34 more U-26's are on order. Two G-12's were wrecked and written off, 1405 and 1517, both built by GM of Canada. In Frank's opinion, GM products are superior to GE, as the GM's "ride better." G-12's, though, are noisy in the cab area.

ERIE LACKAWANNA'S Bicentennial unit, SDP-45 No. 3638, is rolling in revenue service. Many fans have seen her. Jerome Rosenfeld, 133 Dulles Dr., Dumont, N.J. 07628, sent me a beautiful color print of her. He says she belongs to Norfolk & Western, really. He thinks that if the proposed Chessie takeover of EL happens, the unit will become an N&W member.

Jerry heard from David Croteau of Colton, Calif., who spotted Southern Pacific's newly-rebuilt U-25B No. 6800 (ex-6700), painted in Bicentennial red, white, and blue. She thus joins the road's other Bicentennial units, SSW SD-45T-2 No. 9389 and Southern Pacific GP-40P-2 No. 3197.

The patriotic paint schemes are blossoming every month, it seems. It is easier calling to mind the large roads without such

Baltimore & Ohio 3-unit diesel coal drag at Point of Rocks, Md., July, 1974.
James B. Armstrong, 2127 California St. N.W., Washington, D.C. 20008

colors than those that do have them: Western Pacific, Union Pacific, PC, Chessie System (B&O, C&O, WM), Southern, Missouri Pacific, and Rock Island, to name a few.

Jerry also reports seeing an old Alco RS-1, Penn Central No. 9915 (ex-PRR 8486) on a work train through Dumont, N.J., on October 20th. This unit had once been used in passenger (commuter) service. Steam generator vents were visible on the short hood roof.

Poughkeepsie, N.Y., is a good spot to see those unique EMD FL-9's, the units that are both diesel-electric and straight electric. On November 1st the 5002, 5027, 5054, and 5041 were there. No. 5041 had a newer MTA blue-yellow paint scheme, much darker than the faded others' colors. No. 5041 also has had her number painted on the "B" end, making her unique in this category.

IT WAS GOOD to hear from Vernon C. Buppert, Jr., 13109 Evanston St., Rockville, Md. 20853. He currently enjoys watching B&O action on the same stretch of track that I did as a boy—the section between Rockville, Md., and Washington, D.C. Things have sprawled out a little since I was there in the mid-Fifties, but there's still a long tangent and sharp curve at Garrett Park, which makes operation interesting.

Vernon recalls standing on the small overpass near Randolph Road crossing one day when a short cut of boxcars and a caboose came rolling south, with no power connected and apparently nobody aboard. Sure enough, seconds later a GP-9 came flying along behind, trying frantically to catch the runaway, but to no avail.

The cars slammed into the switcher at Kensington, ruining a classic I-5 wooden caboose and damaging two boxcars and the nose of the Kensington GP-7. Nobody was hurt, but the frantically chasing engine had to stop quickly to avoid ramming the wreckage. It turns out that no brakes had been tied down that day. The air leaked off the standing cut as the crew switched the Rockville Ford Motor Plant. The runaway covered seven miles. A few jobs were lost, no doubt.

Vernon figures it would have been easy to catch those cars by boarding the slowly-rolling caboose and setting brakes, but he was up on a bridge and didn't think quickly enough. So he lost his chance to be a hero to the B&O. Probably it is just as well, as he could have been hurt.

RICHMOND TERMINAL RR., controlled by the Richmond, Fredericksburg & Potomac and operated by that road for the purpose of switching Broad Street Station in Richmond, Va., has filed for abandonment, as the station itself is to be abandoned. In my memory, the road owned an EMD SW-1 (only such loco on the RF&P) and an Alco S-2, both gone.

IT WAS REPORTED that Penn Central E-40C electrics 4971, 4972, 4973, 4976, and 4977 were stored at Enola, Pa.; but on November 8th Jerome Rosenfeld of Dumont, N.J., watched No. 4973 roll a 135-car eastbound freight through Rahway. The loco had to switch the Rahway freight yards, too, which are on a grade. The E-40C's are the ex-New Haven EP-5's, those good-looking GE cab units of 1954. Are the rest in service or still at Enola? Jerome thinks an E-40C would look good in Amtrak colors, back on passenger trains as they were intended. With their Alco-styled cabs, they almost look like electrified PA's.

RAIL ACTIVITY around Frankfort, Ind., interested Powell Felix, RR 1, Kirklin, Ind. 46050, who gives us a rundown: Penn Central is now using the Logansport-Indianapolis line as its main, due to track condition on the line farther west. L&N's main (old Monon) between Monon and Indianapolis cuts through the town, and the N&W (old Nickel Plate) has two divisions crossing here.

N&W maintains an engine facility, plus shops and a large yard. Three or four trains each way a day, plus extra grain trains, are the extent of N&W activity. Most N&W traffic now goes through Lafayette on the old Wabash. The N&W has had 15 U-30B's stored at Frankfort since early summer, using mostly GP-9's, GP-38's, and GP-40's, with a rare Alco now and then.

An EMD NW-2 switches. L&N uses U-25B's on the daily Monon-Indianapolis turn, and PC can be counted on for anything in running condition when the train is called. The area has many ex-NYC GP-9's, but you never know. Powell reports seeing F-7 No. 1930 and a GP-38 in early November on a freight. Here in Cincinnati, we have been getting a few PC F-7's lately, and a couple of Alcos, too. RS-27 No. 2414 was in the other day, and I saw C-425 No. 2416 on a "high-class" assignment—TV-18.

ACCORDING to J.E. Simpkins, 102 Caldwell Ave., Tiffin, Ohio 44883, the B&O line from Willard, Ohio, to Chicago has been left out of the spotlight recently. I must admit getting very few reports from that area, but don't forget that the Chicago Division is the B&O's lifeline. That fine magazine *B&O Railroader* featured the division last spring. An especially good issue was May, 1975.

Write to N. Wood, Jr., 2 North Court Lane, Levittown, Pa. 19054. He reports that the B&O is changing Willard Terminal radically, erecting a new office building complex on the roundhouse site and planning to raze the fine old brick station.

Willard has seen just about every type of big power on the B&O, being a very important division point. Of course, all models of road diesels now operated come in and out of Willard, but in the past the terminal was dominated by EMD F's and Alco FA's, then Geeps. At one time, B&O 7000 0-6-6-0, *Old Maude,* the first mallet in America, worked the Willard hump.

In the final days of steam, Willard was famous for the fleet of fast Mountain types that handled the hotshots across northern Ohio and Indiana into Chicago. Today, says Mr. Simpkins, one of B&O's rare SD-7's is

assigned to yard work there. I have found that the best place to watch Chicago Division action is from the B&O Tower at Fostoria, west of Willard, from which you can see B&O, C&O, PC, and N&W action without moving a step.

DESPITE the paralyzing postal strike in Canada, news from that country is extensive. The great locomotive purge is still going on, culling out all inefficient power and replacing it with new. As a result, Canada is becoming more and more all-EMD.

New SD-40-2's are up to No. 5745 on CP Rail. Numbers 5736 and 5737 were delivered on November 3rd. On their first trip (east from Windsor on train 904) they struck a tractor trailer at Puslinch, Ontario, derailing the units and 40 cars, killing the truck driver and the head brakeman, and giving the engineer two broken legs and other injuries. Each unit suffered an estimated $100,000 damage, after only 300 miles of service.

More Alcos retired: FPA-2's Nos. 4096 and 4097, FB-2 Nos. 4467, 4466, and RS-10's numbered 8578 and 8584. The last three Alco FA's were tied up serviceable: FA-2's 4084, 4089 and FB-1 No. 4405.

A special high-speed test was made east of Montreal on the Trois Rivieres Sub on November 12th, using RDC's 9023 (RDC-3) and 9057 (RDC-1). A gas-turbine prime mover is planned for the future, to be installed in the RDC's and used in high-speed intercity service.

Boston & Maine had a serious derailment on November 9th about 20 miles north of White River Junction. The train was led by two B&M GP-9's and CP Rail No. 8742. One GP-9 was derailed, and 8742 rolled down the bank to land on its roof on the shore of the Connecticut River. Several cars also jumped the rails, including propane tankers which caught fire.

CP Rail has received the OK to abandon its trackage between Standard and Irricana, Alberta, next July 31st, when the grain elevators on the line will be closed. Passenger schedules on the Esquimalt & Nanaimo have reverted to their former times, leaving Victoria in the morning and returning in the evening. Summer schedules were not conducive to travel. Also, CP Rail has officially abandoned the plan to haul Metro Toronto's garbage to outlying areas, no reason given.

A visit to Montreal Locomotive Works found ten new units being shipped to Iraq, no model designations but 2300-series. Assault charges filed by the Buffalo police against a Toronto, Hamilton & Buffalo engineer whose train (CP RDC 9020) hit the rear of Amtrak 63 in Buffalo last spring have been dropped. Delaware & Hudson now has their domes in service on the Adirondack; lettered both D&H and Amtrak.

An official announcement from CP Rail dated last November 13th reported an order for 20 more SD-40-2's (order for 40 now being delivered as above) to arrive next March.

Troubles on the Canadian National front: GO Transit is considering the installation of shatterproof windows, as they had more than 75 windows broken in October. Finally, CN's great "Bullet-nosed Betty" 4-8-2 No. 6060 had her bell fall off on a trip to Orillia. As the bell is mounted ahead of the stack high up on the smokebox, that must have made quite a racket. A following train retrieved it.

THE TWO most popular and last EMD switchers to use the 567 prime mover were the 1200-hp SW-9 and SW-1200. According to the *Second Diesel Spotter's Guide,* the total sales of these two models was an incredible 1839 units, sold in both the U.S. and Canada, no overseas exports. The SW-9 was produced between Feb. 1951 and Dec. 1953 as an upgraded version of the SW-7, while the SW-1200 was built from Jan. 1954 through May '66.

A total of 815 SW-9's were built, and 1024 SW-1200's. The locos are almost exactly alike; the standard EMD low-hood end-cab switcher carbody with twin conical stacks and a full-length front radiator grill. All SW-9's were built with AAR Type A switcher B-B trucks. Some SW-1200's ride on Flexicoil trucks, but most of them on AAR type A's. Both units use 12-cylindered 567 engine. Both are rated at 1200 hp.

The SW-9 was built in two phases. Phase I contained many external changes from the predecessor SW-7, also the engine was changed from 567A to 567B. The SW-9 Phase I was the first to get EMD's new dual-lens headlight, strap-iron (instead of cast) bell bracket, no deckplate, and side louvvons went from six sets on the SW-7 to 8 on the SW-9. Door latches were changed from handles to recessed pulls, as on the GP-7.

A small rectangular box appeared on the deck just ahead of the cab on the engineer's side. This is a pulley cover made necessary by the offset of the traction motor blower. One more lifting eye per side was added at the rear of the hood while cast-on poling pockets were replaced by a welded-on semicircle. Straight skirts from deck to bottom of steps replaced the old curved ones.

The most obvious difference between the SW-9 and SW-7 is the lack of the "letterboard gap" between the side louvres. The SW-9 has no upper set of louvres. Phase I SW-9 production lasted from Nov. 1950 to Feb. 1953. The SW-9 specification numbers is 8023.

Phase II SW-9 production covers those units built between Feb. and Dec. 1953, the final production run. One slight change is noticed on these; the step risers are about 2/5 open. Otherwise, the loco is exactly the same. Cow-calf versions of the SW-9 were built and classified TR-5. Ten sets of these were built. Union Railroad bought two extra calves (B units) to use with switchers that Union converted to cows. The SW-9 was the first model on which the optional 930-gallon fuel tank was available. Standard fuel tank size is 600 gallon.

The SW-1200, following SW-9 as a natural upgraded version, uses the 567C prime mover, but otherwise is exactly the same switcher, rated at 1200 hp. There are four phases of production. Specification number is 8035. Phase I, from Jan. 1954 to April '55 is distinguishable from the SW-9 only by use of a flat-top welded coupler buffer. SW-9 uses the rounded, cast buffer.

Phase II, May 1955 to March 1957, was the first SW-1200 to offer the optional Flexicoil truck. Battery-box louvres went from six to five, which is normally used as a spotting guide between SW-9 and SW-1200, although the coupler buffer is a better indicator. Also, step riser openings got larger in this phase.

Phase III saw the elimination of the center lifting eye, with the loco now having lift-

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

High-hooded Norfolk & Western GE U28B 1907 on Wabash at Decatur, Ill., in '68.

SCL, ex-ACL SW-9 No. 165, ready to move out cars at St. Petersburg, Fla., in '74.

Photograph by H.L. Buckley

AN No. 705, a Ph I SW-9, with closed back steps, at Pt. St. Joe, Fla., in 1963.

Photograph by Felix Brunot. Collection of X 2200 South

Carbon County 1202, ex-DMIR, SW-1200 shown at Columbia Jct., Utah, February, '64.

Photograph by H.N. Proctor. Collection of David F. Burnette, Silver Springs, Md.

ing eyes at front and rear of both hoods. This phase covered the period April 1957 to May 1959.

Phase IV, the final production run of the SW-1200, covered the period from June 1959 to April 1966, when the loco was virtually unchanged in appearance. Two small differences do show. An improved style of lifting eye (lighter) and the channel-style handrail stanchion were introduced.

Some Canadain SW-1200's, the most recent ones, were equipped with Flexicoil trucks and given projecting and covered number-boards, intended for road service. These are unofficially known as SW-1200 RS models, the "RS" signifying road-switcher. Another option which changes the appearance of the SW-9 and SW-1200 is the addition of dynamic brakes. These must be roof-mounted (resistor grids must be), as there is no room in the carbody behind the 12-cylindered power plant. Roof-mounted dynamic brakes appear in the a huge grilled box just ahead of the cab.

Railfans interested in diesel spotting should be grateful to the staff of *Extra 2200 South* for digging out these obscure differences in the EMD switcher production. The dating of the production phases and the slight changes in appearance are all the result of painstaking research, investigation of photographs, etc. It's a safe bet that the builder itself cannot discern the difference between outward appearance of SW-9 and SW-1200. Not that the builder could care. But railfans care.

Our next issue will feature the last two models of the 567 switcher-road-switcher production, the extremely rare RS-1325, and the Canada-only GMD-1

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

A SW-9 with different look. Device between stacks on Louisiville & Nashville 2277 is part of lump control mechanism shown in '72.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE RAILROAD STATION, by Carroll L.V. Meeks (reprint), 203 pages, 8x10˝, hardbound, photos, diagrams, bibliographies, Yale University Press, $25. (Available from Railroad Magazine Book Service.)

Recent concern for the preservation of an architectural heritage has motivated a reprint of Carroll Meeks' fine book, originally published in 1956. While many members of the Railroad Station Historical Society are in the first-edition class, others in the 500-plus membership might like to latch on to this reprint. Meeks' work brings much knowledge and understanding of the development of depot architecture during the 19th and early 20th centuries. Of special interest is his comparative table of trainsheds, 1840s to early 1930s. Ninety-six pages of interesting photos, diagrams, and sketches depict the changing railroad station and trainshed designs around the world. While much of this book is European, some well-known and little-known U.S. depots and trainsheds also get expert attention.

SUGAR TRAINS PICTORIAL, by Jesse C. Conde, 192 pages, 8½x11˝, hardbound, photos, maps, timetables, diagrams; Glenwood Publishers, $15.50. (Available from Railroad Magazine Book Service.)

Those of us who liked the Jesse Conde and Gerry Best treatment of these fascinating little Hawaiian steam roads three years ago in their *Sugar Trains* book may enjoy this pictorial work even more. Many of its 416 photographs, 9 drawings, and 11 maps could not be crowded into the original volume. This new one gives photographic histories of every Hawaiian plantation railroad—engines, bridges, roundhouses, cane cars, etc. Also are photos the seven Hawaiian Island common carriers. Some roads also carried pineapples and passengers, but for their sugar loads they never would have existed. The pictures are very good and the horseshoe-curve jacket painting by Michael Kotowski excellent. Roster enthusiasts might have had wanted a breakdown on all the power, but you can't have everything.

PENNSYLVANIA'S BLUE RIBBON FLEET OF EAST-WEST FLYERS, 140 pages, 8½x11˝, softbound spiral binding, photos, timetables, maps; published by the author, Edward F. Gardner, $5. (Available from Railroad Magazine Book Service.)

Ed's newest book is unique. Pennsy fans in particular should enjoy it. This is an armchair trip into the twilight zone as you turn the pages, study the timetables, train make-ups, and facilities offered. Imagine yourself zipping along the countryside aboard a great train of yesterday on "The Standard Railroad of the World."

SAN FRANCISCO CABLE CAR COLORING BOOK, by Betty Saarni, 32 pages, 8½x11˝, softbound, Pacific Coast Chapter, Railway & Locomotive Historical Society, $1.50. (Available from Railroad Magazine Book Service.)

If little Mary or Billy has a birthday soon, or for no occasion at all, this coloring book is darned good. Betty Saarni has received many awards for watercolor landscapes. In 1973 she designed the medal honoring the 100th anniversary of San Francisco's cable car. The Chapter operates a gift shop in the Cable Car Museum at 1201 Mason St., the actual cablecar barn, where you'll find the book on sale. (Our book service also supplies it.)

STOCKTON AND DARLINGTON RAILWAY 1825-1975, by P.J. Holmes, 194 pages, 5½x8½˝, hardbound, photos, diagrams, maps, rosters; First Avenue Publishing, $14.85. (Available from Railroad Magazine Book Service.)

We thought everything possible had been written about the S&D's great part in making England's 150th celebration of this road such a memorable event. However, Holmes book, while complementing many others, expertly balances out a full account in more detail. Text, photos, diagrams, maps, and locomotive rosters are tiptop. This is the best we have seen on Stockton & Darlington.

Mrs. S. Van Bibber, L&N personnel dept., holds new Family Lines auto tags. Tags are still available to anyone at $1, plus 25¢ postage and handling. Send check or money order to L.W. Worley, SCL Employees Service Club, 500 Water Street, Jacksonville, Fla. 32202.

HERB'S HOT BOX OF RAILROAD SLANG PLUS HEROES OF AMERICAN RAILROADING, by J. Herbert Lund, 215 pages, 5½x8½˝, hardbound, illustrations, text; Jay Herbert Publishing, $7.95. (Available from Railroad Magazine Book Service.)

While Herb doesn't cover every facet of old railroad slang, he does an adequate job. He also features an illustrated section on 12 heroes of U.S. railroading.

Periodicals and Journals

THE BULLETIN, National Railway Historical Society, is edited by Wm. C. Wagner, one of our "Interesting Railfans," Box 2051, Philadelphia, Pa. 19103. Latest editions are Vol. 40, Nos. 4 and 5, both good reading. No. 4 included such interesting articles as "Compound Locomotives on The Northern Pacifice," by Robert L. Frey; K.C. McDaniel's account of NC&StL's *City of*

DT&I hack dressed up in holiday greetings on Ann Arbor R. R. at Frankfort, Mich.
Paul Baumgartner, 315 John St., Clare, Mich. 48617

Memphis, and an expert account of Williamansport, Pa., trolleys by Naomi L. Wooleever and Lewis L. Hoy. Also a first-hand piece with pix on "The Coal Train from Grand Cache," by George T.F. Rahilly. Front cover shows Espee 4449.

No. 5 is the last under the old title. No. 6 has been annulled and will be replaced by the membership list. The first one this year—we're looking forward to it—will be under the new name, *National Railway Bulletin.* No. 5's interesting pages are headed by Smithsonian Institution's astute Jack White writing "A Short History of Railway Brakes." Steam fans everywhere should enjoy "Scooping Water on the New York Central," by Adrian Buyse. Lawrence Gibbs tells us about Oklahoma's only railroad tunnel. We also liked "Forty-Eight Hours on a Snowplow," by George A. Gorero, Jr., and Donald M. O'Hanley's "Brown Cars to Bristol Ferry." Somber reading was the column etched in black of old friends who passed away recently, among which were Elwin K. Heath and Larry Sagle.

THE LENSMEN, Feb. '75, is edited by John R. Taibi (one of our "Interesting Railfans"), 14 pages, softbound, 8½x11", glossy paper with high-quality pix, P.O. Box 486, Brentwood, N.Y. 11717. Published quarterly at $4 annually, Canada $4.75, overseas $5.50. The *Lensmen* is devoted to expert railfan photography, but only locomotives and trains. Setting the pace is Steve Patterson's front-cover photo of Santa Fe Extra 5679 West heading for the assult on Cajon Pass. Another dramatic shot, among other, is a 3-unit CP Rail freight arriving at Field, B.C. Steam pix include one by C.W. Jernstrom (one of our *Interesting Railfans*), taken with a 1912 vintage box camera, capturing Northern Pacific branchline operations with 4-6-0 No. 328 in 1932.

BRASS POUNDER'S GOSSIP, edited by Harwell E. West ("Interesting Railfan," Dec. '75), published bi-monthly by Toledo Morse Telegraph Club, 102½ Rosalind Pl., Toledo, Ohio 43610, $3. Rail lore galore. All the flavor of ticking small-town depot clocks and pot-bellied stoves in the Morse days of smoke and steam. Mighty good reading matter.

THE RAILWAY HISTORY MONOGRAPH, edited by William F. Rapp, one of our "Interesting Railfans," with photos, maps, drawings: J-B Publishing Co. 430 Ivy Ave., Crete, Neb. 68333; $6 a year, issued quarterly, $2 a single copy. Devoted to the history of railroads, city trolleys, and interurban lines, and their equipment.

WHEEL CLICKS, edited by Marti Ann Draper for Pacific Railroad Society, Inc., Box 5279, Los Angeles, Calif. This fine slick-paper monthly for a wide-awake railfan group is available with annual membership of $10. •

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THE SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

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I WANT to buy a railroadiana. Will buy single items or complete collections of paper or hardware. Send description and price desired.—Al Rixon, Box 5063, Philadelphia, Pa. 19111.

LAST CHANCE; I need your help! Writing a book about the Duluth, Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., firsthand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1351-1353, 1546 (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs, or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P 3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only. Please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

BUYING NEGATIVES or slides? Tired of continually sending for lists! Rail Film Monthly has new listings of negatives and original slides in each bimonthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription, to RFM, Box 4676, San Fran., Calif. 94103.

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STATIONS, DIESELS, CABOOSES, Amtrak equipment, color slides, negatives, prints for sale. SCL, Southern, L&N, N&W, C&O, etc.; Pa. to Florida and Alabama. Also custom b&w railroad photo work, reasonable. State needs; send three 13¢ stamps for details—C.L. Andrews, 4231 S.W. 38th St., Hollywood, Fla. 33023.

WANTED, DENVER TRAMWAY, photos and negatives: any photos, negs., postcards, slides, history of city buses, streetcars, trolley coaches, cable cars, horsecars, in service or out of service (offtrucks). Please write James E. Kunkle, Denver Tramway Historian, P.O. Box 2984, Denver, Colo. 80201.

RAILROAD CAP BADGES: Over 200 old authentic badges for sale, $4.95 each and up, 23 different railroads and 78 occupations. List free for SSE. Other railroadiana available, too.—Utberg, Box 420, Edinburg, Texas 78539.

CLOSING ESTATE: For sale, miscellaneous collection of railroad books and artifacts, timetables, and railway reports, also Texas & Pacific Railroad 100-year-old book. Send SSE for list—Maude Kammerer, Box 423, Warrenville, Ill. 60555.

WANTED: TECHNICAL BOOKS on steam locomotives, cyclopedias, I.C.S. courses, manufacturers' instruction pamphlets on appliances, parts catalogs, maintenance and repair manuals.—Donald E. Fenstermacher, 29 Harrison Ave., Souderton, Pa. 18964.

SELLING COLLECTION of logging road negatives. Also HO model kits. Send for list.—A. LaPresto, 41 Union Square West, New York, N.Y. 10003.

FOR SALE: Amtrak, pre-Amtrak, suburban, museum timetables and brochures, other railroadiana. Send large SSE and 25¢ for catalog.—Louis Hoffman, 2230 Farwell, Chicago, Ill. 60645.

NOW: COMPLETE current British rosters. Hardcover volume, diesels, electrics, M.U.'s, preserved locos, 250 pages, 180 photos. Also Britrail 1975-'76, complete timetables, over 1200 pages; both $5.95 each.—Nicholas Clifford, Morris, Conn. 06763.

FOR SALE: 8 bound volumes of Railway Age (4 years) 1924-'27 incl. Price $180 or trade for emp. tts or negatives.—Tom Sink, 2517 Yow Rd., Greensboro, N.C. 27407.

WANTED: 1941 back issues of Railroad Magazine months of April, May, and October. Also all 12 issues for the year 1941 of Trains.—Wm. Clore, 29200-6, R3 CR20W, Elkhart, Ind. 46514.

TRADE COLOR SLIDES, 35mm Kodak only. No list. Mostly CNJ, LV, EL, PC for your area. All current slides. Write Rail Scene, 1120 Kennedy Blvd., Bayonne, N.J. 07002.

94 YEARS of ROCHESTER RAILWAYS: 1124 pictures, 500 pages. Volume one, 1862-1914; horsecars, trolleys, five maps. Volume two, 1914-'56; New York State railways, rosters, Rochester lines, 138 pictures, subway, five maps. Six Interurbans briefly: Roch., Syracuse & E.; Sodus Bay, R&E, BL&R, Erie electrics, 1907-'34; two volumes $7.50 each.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

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I WANT TO TRADE size 616 negs. with you.—Larry Patton, 103 Camelot Court, Blacksburg, Va. 24060.

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WANTED: ONE COPY each of "Railroad Avenue," "C&O Power," "Rails to Blue Ridge." State condition and price.—J.R. Ford, Jr., 648 Sheridan Dr., Lexington, Ky. 40503.

TIMETABLES: BUY, SELL, or trade. Send your want or sale list. Collecting Amtrak? Compendium of all Amtrak timetables, 50¢.—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

SWITCH KEYS WANTED: A&WP, C. of Ga., FEC, Ga. & Fla., SAL, SCL, W. of Ala.—Robert Parker, 316 Harvey Bldg., West Palm Beach, Fla. 33401.

RAILROADIANA: tie tacks, clasps, ornaments with heralds, steam and diesel locos; for collectors, fans. Send $1 (refundable with order) for price list—Lakeside Fire Equipment Co., P.O. Box 82, Browns Mills, N.J. 08015.

SALE: 400 RAILROAD BOOKS, 20% off. "Streamline Era," $20.; "Diesel Years," $11.20; "Hetch Hetchy," $10.80; 75¢ postage each. SSE for list—Eberle, Box 212, Southampton, Pa. 18966.

SALE: PRIVATE COLLECTION of railroadiana. Books, pamphlets, timetables, Official Guides; steam, interurban, British and other foreign. Advise special interests. SSE for lists.—Hoffman, 435 High St., Woodbury, N.J. 08096.

NARROW GAUGE RAILWAY SOCIETY offers British and Continental books to all U.S. enthusiasts. Payment by dollar cheques, etc. Contact N.G.R.S., P.S.O., 11 Frederick Road, Stapleford, Notts., England, NG9-7FT, for lists and arrangements.

RAILROAD MEN, RETIREES, please help me collect cap badges and hats. May I purchase your hard-earned mementos and give them a good home in my collection?—Yvonne Knaus, 1917 N. Madison, Pasadena, Calif. 91104.

COLOR SLIDES AND PRINTS: trolleys, locos, and buses. Send 20¢ for general list.—Traction Photographs, 1227 N. Formosa Ave., Los Angeles, Calif. 90046.

"NEW YORK STATE RAILWAYS," by Shelden King; 128-page outline history of trolleys centered at Rochester, Syracuse, Oneida, Utica; 170 photos, 9 maps, rosters, paperbound, $9 postpaid (New Yorkers, sales tax, please)—Whitehall Mail Service, 109 E. First Street, Elmira, N.Y. 14901.

CANAL & CLAIBORNE, Staten Island Rapid Transit, Seaboard Coast Line, Plant System, Washington Terminal, and National Railways of Mexico uniform buttons, $1.25 each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

PUBLIC TIMETABLES: we buy all, pay big. Try us first.—Antique Timecard Aquisitors, 126 Coconut Dr., Ft. Myers Beach, Fla. 33931.

SONG-POEM "Dirty Face Joe," with words and

music; this is really good as written by the author. $3 per copy, M.O. or cash; no checks, please.— Ernest Danielson, 221 S. Tenth St., Burlington, Iowa 52601.

MONON RAILROAD passenger train tickets, daters with dies, waybills, baggage tickets, and misc.; all new. There are no more after these. Send 25¢ for itemized listings.—B&B Sales, P.O. Box 201, Battleground, Ind. 47920.

LIONEL OR AMERICAN FLYER wanted. Tired of your tinplate pike? I'll buy an engine or all the rolling stock.— Al Ruocchio, 429 Chadwick, Raleigh, N.C. 27609.

SEND LARGE SSE for list of 100 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

THEATER PIPE ORGAN and railroad whistling LP's wanted. Also railroad movies.—Alden Miller, 3212 34th Avenue South, Minneapolis, Minn. 55406.

FANTASTIC CLEAR PLASTIC slip covers for public timetables: 100 for $6.75, postapid.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966. Also have TT grab-bags, $17 worth for $8. •

Coming Events

(No charge for listing in this section)

Feb. 14-15: Winter Spectacular, East Broad Top R.R., Orbisonia, Pa. Three Baldwin Mikes, gas-electric car, 7 trolleys operating over 6 miles of track. Snow-sweeper operates Friday. Shop tours, roundhouse, station. Rail auction Sat. night. Contact Sherman Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Feb. 14-15: Doodlebug Days on Black River & Western, using ex-Pennsy gas-electric 4666. Special trip to Lambertville leaves Flemington 10 a.m., returning 11:45 a.m. One-hour round trips to Ringoes, leaving Flemington at 12 noon, 1, 2, 3, and 4 p.m. If enough fans are interested, night trip to Lambertville, leaving Flemington 7 p.m., return 8:45 p.m. All seats reserved; limited to capacity of car. Lambertville trips $3.75, Ringoes $2. Info from Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. (SSE)

Feb. 22; May 16: Suffolk County Model RR. Engineers all-gage meet, 10 a.m.-4 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buying, selling, trading model trains, other railroadiana. Adult registration at door $2, kids under 12 free; 8-foot tables available at $5 each. Write Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769.

Feb. 15, 22, 29; March 7, 14: Fifth annual National Capital Trolley Museum world railway film festival, different show daily at 1, 2, 3, 4 p.m. Museum located in Maryland-National Capital Park and Planning Commission's Northwest Branch Regional Park, north of Wheaton, Md. Details from Robert Flack, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

Feb. 28-29: NMRA 4th Div., Pacific Northwest Region Bicentennial meet at Leopold Hotel in Bellingham. Displays, clinics, contests, prizes, swap mart, live-steam train excur., banquet. Contact Whatcom Railroad Assn., 1256 State St., Bellingham, Wash. 98225.

March 26-April 11: N.Y. Society of Model Engineers 50th anniversary. Special exhibition at its quarters, 341 Hoboken Rd., Carlstadt, N.J., extensive O and HO gage layouts. Mon.-Fri., 7-10 p.m., Sat. 1-10 p.m., Sun. 1-8 p.m. Adults 75¢, kids 25¢. Info from Robert DeStefano, 110 Home Place, Lodi, N.J. 07644.

April 2-4: 2nd annual model rr. benefit NRHS-GTW 4070, Steam Tours, Rdg. 2102. April 2 dinner and film festival info from Dick Sherwood, 1686 Parkwood, Lakewood, Ohio 44107. April 3-4 large flea market, operating modular and trolley layouts, displays, clinics, movies. Sat., 10 a.m.-6 p.m., Sun., 10 a.m.-5 p.m., $1. All 3 days at Hospitality Motor Inn-South, I-77 and Rockside Rd., Cleveland (Independence), Ohio. Latter two days details from Jeffrey R. Brashares, 3803 Brendan Lane, North Olmsted, Ohio 44070.

April 3: Spring Trolleymen's Meet sponsored by Fort Taber Historical Assn. Trolley buffs, traction modelers, dealers invited. Operating trolley layouts, model displays, contest, auction, trolleyiana; movies, slides of Union St. Ry. trolley operation in YMCA, Spring and Pleasant sts., New Bedford, Mass. Write Trolley Show Committee, FTHA, P.O. Box M-101, Ft. Rodman, Mass. 02744.

April 3-4: Spring excur. on Black River & Western, Flemington to Lambertville, behind 2-8-0 No. 60. Trains leave Flemington, 10 a.m., return 4 p.m., Open window coaches included. Adults $7.95, kids under 12, $5.95. Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. 18551. (SSE)

April 10: New Haven Railroad Technical Info. Assn. 14th annual reunion at Northeastern U., Boston, Mass. Contact Hollis Baird, 221 Wilson Ave., Wollaston, Mass. 02170.

April 23-Mary 9: Bicentennial Vignettes. Round trip by rail from Los Angeles to East Coast, visiting historical points in Virginia and Pa. Dutch Country by special bus. $50 deposit required. Details from Pacific Railroad Society, Inc., P.O. Box 2274, Mission Viejo, Calif. 92675.

April 25: Special Bicentennial trolley car trip on SEPTA-Red Arrow Div. with 80-series car covering Media and Sharon hill lines, Philadelphia, Lv. 69th St. Terminal, 1 p.m., return about 5 p.m.; photo stops. Reservations needed. Adults $6, kids $3. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018. •

Pen Pals Wanted

Doris S. Ouano (age 26), 136-D Jakosalem St., Cebu City 6001, Philippines, teacher, single, interested in cooking, movies, hikes, classical music.

Bobbie Smith (age 30), 1270 Marion, Apt. 302, Denver, Colo. 80218, single, tall, blonde, brought up on ranch, still a farm girl at heart, wants to hear from railroad men, esp. those interested in cattle and dogs.

David Cohen, #213, 180 Sixth St., New Westminster, B.C., Canada, V372Z9, desires pen pals living in large cities.

Delia Caneda (age 27), 3095 Tabunor, Talisay, Cebu City, Philippines, college grad, single, likes swimming, basketball.

William Clore (age 34), 29200-6 R3, CR20W, Elkhart, Ind. 46514, interested in art, coins, stamps, letter-writing, wants Hawaiian, Italian, or German pen pals.

Gloria Do (age 28), 231 Tres de Abril St., Cebu City, Philippines, single, collects stamps and coins, likes music, travel, sports, reading.

Mlle. Marianne Plancon (age 15), 10 Chemin des Thuilliers, Thorigny-sur-Marne. 77400 Lagny sur-Marne, France, daughter of a chief draftsman, interested in stamp collecting, music, reading, swimming; writes English; seeks girl pen pal of similar age in Britain.

Nila Veloto (age 28), Billy Press, San Carlos City, Neg. OCC 6033, Philippines.

Teresita Ong (age 18), 567 V. Bama Ave., Cebu City, Philippines, college nursing student, interested in dancing, singing, reading fiction, badminton, bowling.

Mrs. Jean Beasley, National Institues of Health, Bldg. 10, Clincial Center, Bethesda, Md., railway clerk with serious muscular disease, needs cheer-up letters and cards.

Norma Echaves (age 26), 17 J.M. Basa St., Cebu City 6401, Philippines, teacher, B.S. in Elementary Education, wants letters from foreign countries.

Mlle. Florence Garreau (age 11), 69 Rue Sain-Fiacre, 77100 Meaux, France, traffic inspector's daughter, collects stamps, likes music, reading, swimming; writes English; wants girl pen friend of similar age in Britain.

Virginia Ermac (age 15), 68 Villagonzale St., Cebu City, Philippines, high school student, basketball, reading magazines.

Connie K. Bos (age 18), 18 J.M. Basa St., Cebu City, Philippines, college student, reading, dancing, basketball, volleyball.

Clarence Mitchum, Rte. 1, Box 408, Mead, Wash., retired ry. machinist, poor health, needs cheer-up letters and cards.

Ira M. Blecher (age 25), 102-D Park View Apts., Collingswood, N.J., interested in subways, streetcars, commuter rrs., wants to hear from railfanettes around his age.

Nellie O. Ouano (age 28), 3 J.M. Basa St., Tupaz St., Cebu City, Philippines, A.B. in Liberal Arts, single, likes reading novels, singing, cooking, dancing, bowling.

Joe McMillan (age 22), 8121 Marquette Ave., Chicago, Ill. 60617, interested in rapid transit, diesels, model rrs., photography, wants to hear from girls.

Mrs. Justina Ramirez (age 74) and granddaughter Ruth Ramirez (13), Santa Maria 232, Colonia Aleman, Tijuana, Baja California, Mexico, both badly hurt in hit-run accident, need cheer-up letters, cards.

Farah M. Nadela (age 25), 21 J.M. Basa St., Cebu City 6401, Philippines, secretary, B.S. in Commerce, likes cookery, embroidery, piano, guitar. •

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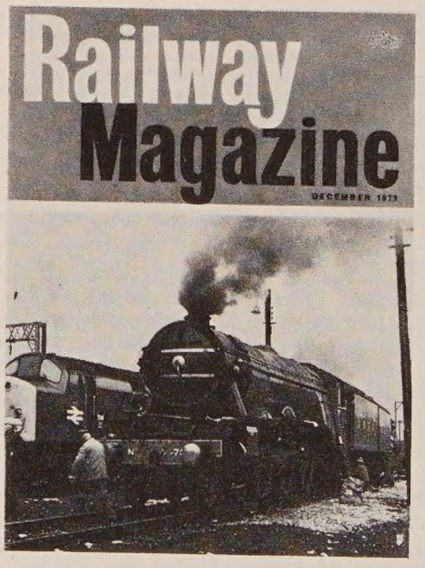

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